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H. Thomas
General Manager

O.K. SAUCE

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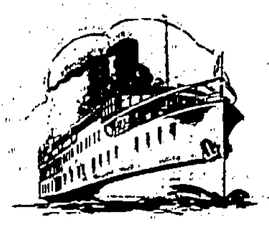

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Hector Cat About Town
Notorious Gossip

A woman left a group of friends who were discussing various and sundry physical ailments.

"Do come back and join us," they said.

"Thank you," was the reply; "but I really do not care for organ recitals."

* * *

Forever doth the golfer roam;
Odysseus might have been one;
Perhaps the golfer has a home.
But I've never seen one in one.

* * *

"I'm not quite certain about engaging you," said the prospective mistress to the applicant for a situation. "You don't seem to me to have had enough experience."

"Experience is it that's troublin' you? I should think that thirteen places in less than six months, same as I've had, would be experience enough!"

* * *

"I believe chess is a more reputable game than bridge."

"In what way?"

"You play chess with two bishops, and bridge with four knaves."

* * *

"I'm thinking of asking some girl to marry me. What do you think of the idea?"

"It's a great idea, if you ask me."

* * *

"Isn't your horse winded?"

"Yes; he's a draft horse."

* * *

They were sitting in the parlor after a very excellent meal.

"Am I the only girl," murmured the maiden, "whose mother knows how to cook?"

* * *

Satisfied Guest: "Well, waiter, that was a tip-top dinner. You know what that means, don't you?"

Coloured Waiter: "Yes, sah. It's one that you top off with a tip."

* * *

He: "There are an awful lot of girls who don't want to get married."

She: "How do you know?"

He: "I've asked them."

* * *

A class in English was given the task of writing four lines of dramatic poetry. The results were various, and, selecting the verse of a usually bright boy, the teacher read:

A boy was walking down the track,
The train was coming fast,
The boy stepped off the railroad track
To let the train go past.

"This verse is very well done," said teacher, "but it lacks drama. Try again, Johnny, and make it more dramatic." Whereupon, in a surprisingly short time, Johnny produced the following:

A boy was walking down the track,
The train was coming fast,
The train jumped off the railroad track
To let the boy go past.

FOUND DEAD IN THE STREET

MOSLEMS IN ALGIERS AGITATED

("Hong Kong Daily Press" Special)

Paris, Aug. 3.

The highest Mussulman dignitary in Algiers, the Mufti Bendali Mahommed of the principal mosque in that city, was found dead in the street on Sunday, according to despatches here.

It is believed that he has been the victim of a crime motivated by political reasons, since it was well known that the deceased was strongly opposed to have politics and religion mixed up.

Great excitement prevails among the Mussulman community in Algiers in consequence of the crime.—
Transocean News Service.

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KWANGSI STILL DEFIANT

Attempt To Seize Strategic Point

THRUST PLANNED ON RAILWAY

Shanghai, Aug. 3.

Although clashes have occurred between the Kwangtung and Kwangsi troops, hopes are still held of a peaceful settlement of the Nanking-Kwangsi imbroglio.

The families of Generals Li Tsung-jen and Pai Chung-hsi, the two Kwangsi warlords, are reported to have arrived in Hong Kong, while Kwangsi officials in Wuchow are striving to reach a West River port on the Kwangsi side of the Kwangsi-Kwangtung border. They are said to have received instructions to move from officers in Kwanghsi.

The Kwangsi plan of operation reportedly includes an attempt to seize Yimchowfu on the south-western corner of Kwangtung which will give an outlet to the sea and a thrust into South Hunan for the purpose of cutting the Canton-Hankow Railway so as to hamper the movement of troops and war supplies.

HELPERS BEHIND

Chinese reports say that among those backing the Kwangsi warlord is Liu Lu-yin, chairman of the control and publicity committee of the Kuomintang who is at present in Nanning.

In the meanwhile Percy Chen, son of Mr. Eugene Chen, opposer of Nanking and a leader of the abortive Fukien rebellion, has issued a statement vigorously denying that his father is proceeding to Nanning.—
Reuter.

NEW CANTON OFFICIALS

Shanghai, Aug. 3.

Mr. Liu Wei-tze, newly appointed Reconstruction Commissioner in Kwangtung, has arrived here. He declared in an interview that he is proceeding to Kwangtung with General Huang Mo-sung, newly appointed Kwangtung Governor, and Mr. Tseng Yang-fu, Mayor of Canton, on August 5 aboard the President Grant.—
Reuter.

ANOTHER ARRIVAL

Nanking, Aug. 3.

General Chang Fah-kwei arrived here on Sunday morning by steamer from Kuling and is returning shortly to Kiahgshan on the Chekiang-Kiangsi border.—
Reuter.

DIARY OF LOCAL EVENTS

TUESDAY, AUGUST 4

Anniversaries and Holidays.—War Declared, 1914. St. Dominic, Founder of the Order of Preachers.

Auctions.—Household Furniture, at 295 The Peak, 10.30 a.m.

Cinemas

King's:—"Come out of the Pantry."
Queen's:—"The Singing Kid."
Oriental:—"Return Of The Terror."
World:—"Chinese Picture.
Alhambra:—"We're Only Human."
Majestic:—"In Spite of Danger."
Star:—"The Case Of The Lucky Legs"

Exhibitions.—Prosper Ralston: Opals, at Lane, Crawfords.

Miscellaneous.—Rotary Tiffin, Hongkong Hotel; Massed Buglers "Retreat," at Shamshuipo, 6.15 p.m.

Social.—Cheero Club Whist Drive 8.30 p.m.

Sports

Darts.—McEwan-Younger League, Royal Artillery, Lyemun v. H.K.S R.A.; Royal Artillery, Stonecutters v. Chief and Petty Officers; Royal Naval Yard Police v. Royal Ulster Rifles; Royal Engineers v. Royal Welch Fusiliers.

Moon.—VI Moon, 18th Day.

Sunrise.—5.56 a.m. Sunset.—7.02 p.m.

Tides.—High at 9.30 and 22.56; Low at 3.00 and 16.40.

WEDNESDAY, AUGUST 5

Anniversaries and Holidays.—Our Lady of "the snows." (Foundation of the Basilica of St. Maria Maggiore in Rome, A.D. 366).

Auctions.—Crown Lands, at District Office, Taipo, 11.30 a.m.

Cinemas

King's:—"Little Miss Nobody."
Queen's:—"Man Of Iron."
Oriental:—"Return of the Terror."
World:—"Chinese Picture."
Alhambra:—"We're Only Human."
Majestic:—"In Spite of Danger."
Star:—"The Case Of The Lucky Legs."

Miscellaneous.—Claims against the Estate of Maurice Alfred Cooper due.

Dances.—Cheero Club Dance, 8 p.m.

Meetings.—Creditors of How Ming Trading Co., Ltd., Shell House 11.30 a.m.; of Hongkong China Dock Co., Ltd., at Tokwawan, Kowloon, 4 p.m.; Kowloon Union Church Women's Guild, 10 a.m.; Monthly, Chinese Chamber of Commerce, Chamber's Board Room, Connaught Road Central, 2.30 p.m.

Social.—Whist Drive at Sailors' Home and Seamen's Institute, 9 p.m.; Kowloon Tong Church Ladies' Guild Whist Drive, in St Andrew's Hall, 8.45 p.m.; Whist Drive and Tombola, Garrison Sgts.' Mess, Queen's Road, 8.30 p.m.

Sports

Lawn Bowls.—Pairs Championship, J. E. Noronha and F. X. M. da Silva v. S. Bright and J. E Henson (Kowloon C.C. Green), 5 p.m.

Moon.—VI Moon, 19th. Day.

Sunrise.—5.56 a.m. Sunset.—7.02 p.m.

Tides.—High at 10.19 and 23.26 Low at 3.50 and 17.14.

THURSDAY, AUGUST 6

Anniversaries and Holidays.—Transfiguration of Our Lord.

Auctions.—Crown Lands, at Land Office, Ping Shan, 11.30 a.m.

Cinemas

King's:—"Little Miss Nobody."
Queen's:—"Man Of Iron."
Oriental:—"Variety Programme."
World:—"Chinese Picture."
Alhambra:—"Three Wise Guys."
Majestic:—"Stormy."
Star:—"King Kong."
Miscellaneous. — St. Andrew's Club "Open Night," 9 p.m.

Social.—Cheero Club Bridge and Mah Jong Drive, 8 p.m.; Civil Service Cricket Club Whist Drive, 9 p.m.; M. L. (Prison Branch) Whist Drive in St. John's Cathedral Hall, 3 p.m.

Sports

Lawn Tennis.—"C" Division, Kowloon Tong v. Kowloon Indians; University v. Kowloon C.C. "A"; Chinese R.C. v. Indian R.C.; Civil Service C.C. v. South China; Kowloon C.C. "B" v. Club de Recreio; Army T.C. v. Craigengower C.C.

Moon.—VI Moon, 20th. Day.

Sunrise.—5.57 a.m. Sunset.—7.01 p.m.

Tides.—High at 11.08; Low at 4.36 and 17.50.

(Continued on Previous Col.)

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AVIATION

FLYING OVER THE ATLANTIC

Routes And The Weather

THE CASE FOR THE AIRSHIP

In 1919 Sir John Alcock and Sir Arthur Whitten Brown blazed the trail across the Atlantic from Newfoundland to Ireland, and almost immediately we were told that in two years from that date heavier-than-air machines would be flying this ocean carrying passengers and mails. Seventeen years have passed, and this prophecy has still to be fulfilled.

There are three projected routes:—

(1) North of Scotland—Faroe Islands—Iceland—Greenland—Canada—New York.

(2) Ireland — Newfoundland—New York.

(3) England—Lisbon — Azores—Bermuda—New York.

On one or more of these routes it is proposed to operate a regular service of flying-boats carrying passengers and mails. This will depend upon the flying-boat's ability to operate in all weathers and at all times of the day and night.

It is fantastic to say that aircraft can operate over the Northern route, via Faroe Islands—Iceland, etc., and this route, therefore, need not be considered here.

The second route, Ireland—Newfoundland—New York is, we are told, the one followed by airmen.

The weather chart of the North Atlantic for mid-winter gives the percentage of days over this route, with gales force eight and over, as twenty-two. These gales are accompanied by heavy snow squalls, and the storm tracks stretch from 52 deg. N., 12 deg. W. to 42 deg. N., 66 deg. W., a distance of 2,340 miles, of this 3,000 mile flight. In addition, between 47 deg. N., 42 deg. W., and 42½ deg. N., 65 deg. W., a distance of 1,080 miles, lies an area over which fog prevails for a percentage of thirty days, and no fewer than eighteen well-established storm tracks—paths by which the hurricanes of the North Atlantic regularly travel—have to be crossed.

STORM AREAS.

No aircraft can risk the vortex of a gale, even the most seaworthy great ocean liner avoids this, and the range of heavier-than-air machines does not allow them the luxury of flying round storm areas of great size; neither does it allow flying round large areas of fog.

Here it should be remembered that, after centuries of experience and operation, the present-day surface vessel must still have six inches more freeboard for the North Atlantic than for any other ocean in the world. In addition, she must carry 50 per cent. more fuel than that required for the distance to be travelled. The commercial surface ship is carrying life and property, so will the commercial aircraft, and, therefore, the same rule as regards quantity of fuel should apply. A Mediterranean margin of ten minutes fuel will be something more than a risk over the Atlantic. However if for no other reason than adverse weather conditions, and in spite of a reasonable long range and high speed, no regular service of flying-boats or aeroplanes can be established over this route.

"FINE WEATHER ROUTE."

We now have to consider what has been termed the "fine weather route," Lisbon—Azores—Bermuda.

For mid-winter the percentage of days, on this route, with gales force eight and over, is ten. Storm tracks lie between 35 deg. N., 68 deg. W. and 38 deg. N., 71 deg. W., a distance of only 270 miles. Little or no fog prevails, and the weather on this route is vastly more favourable for maintaining a schedule. Nevertheless, it is ten times more unfavourable than that prevailing over the San Francisco—Manila route.

Therefore, we have no real evidence to suppose that a regular service can be operated over this third North Atlantic route. Any slight advantage that may be claimed for the Lisbon—Azores route is outweighed by the fact that it adds over one thousand miles to the distance between this country and New York; greatly increases operating costs and places another of our Empire air routes at the mercy of a foreign Power.

At the extended conferences recently held in Washington, the specifications laid down for the North Atlantic heavier-than-air service are, Safety first; Passengers second; Speed third. We are always being told that the public want speed and that is one of the reasons why the heavier-than-air machine is developed, and not the airship. Yet these specifications, wittingly or otherwise, undoubtedly call for the airship, and not for the flying-boat.

One reads the figure of 48 hours as the contemplated elapsed time for the flying-boat crossing between U.S. and this country. Obviously, flying in the opposite direction, England-U.S., it is going to be more.

SPEEDS COMPARED

The flying-boat has a cruising speed of 150 m.p.h., the airship 80 m.p.h., with a range of 8,700 miles.

Taking forty-eight hours to cross from U.S. to England this 150 m.p.h. drops to 63 m.p.h The "Hindenburg" crosses from Lakehurst to Frankfort in 44½ hours; on the flying-boat's journey, U.S. to England, this would be 36 hours.

The airship does that for which she was built—100 people, 10 tons of freight at 80 m.p.h. without subsidy. On the other hand, the heavily subsidised flying-boat, carrying a small payload, is to take 28 hours longer to cross than her high speed warrants.

In the House of Commons recently, the Under-Secretary for Air, in reply to a very able speech by the Rt. Hon. Capt. F. E. Guest, said the Government were now considering the airship matter very closely, and that as soon as airships had proved themselves we shall start rebuilding.

It is exactly seventeen years since a British airship crossed and re-crossed the North Atlantic carrying something more than a load of petrol. Since then airships have carried thousands of people, and hundreds of tons across the oceans, without injury to a single person. Then, may we ask, at what stage in their development will airships have "proved themselves"? Yet, without making a single crossing, £900,000 per year has been voted for the development of flying-boats over the North Atlantic.

DUKE OF KENT'S AIR RACE SUCCESS

First Home In King's Cup

BY MAJOR C. C. TURNER

Hatfield, July 10.

The King's Cup air contest opened at Hatfield to-day with an elimination flying test over a course of 1,224 miles, taking in the Midlands and the South. The weather was showery and became worse towards the late afternoon.

When Mr. E. W. Percival, on the Mew Gull, entered by the Duke of Kent, finished the course after winning a £50 prize for the highest speed of the day, the aerodrome was being deluged by rain. It had become so murky that the beacon lighthouse was put into operation.

Mr. Percival told me he had flown through several very heavy showers with bright intervals. At Shoreham he had failed to cross the line and had to take off again and make another landing. His average speed for the whole course, counting time spent at halts as flying time, was 171.6 m.p.h.

In the flying to-day it soon became evident that the faster machines were being held in, the pilots confident of qualifying for the final provided they completed the course. Among the slower machines in each class it was a question of securing a place among the chosen 50 per cent. and accordingly they made the best time they could without actually flying full throttle.

No attempt can thus be made to estimate to-morrow's chances on to-day's performances.

Of the 28 original entries 26 started. All the machine in the contest were fitted with Gipsy engines. Of the 26 starters only one was a biplane, and only three had two engines.

There were several retirements from the race.

Mrs. Amy Mollison during the second circuit found, after leaving Bristol, that her undercarriage could not be drawn up, and as a consequence her speed dropped and she was being overtaken again and again. She did not land at Nottingham, but flew straight back to Hatfield and retired from the contest.

Mr. J. D. Kirwan broke the undercarriage of his "Heck" at Bristol.

Mr. P. O. Reiss, flying Mr. Lindsay Everard's Vega Gull, damaged his propeller at Shoreham.

Mr. J. H. Mathew overshot the aerodrome at Shoreham and overturned in a ditch. He was not injured.

Mr. A. Henshaw had a forced landing at Brockworth, and retired, but was able to fly back to Hatfield.

Mr. McArthur also retired.

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THE MILWAUKEE ROAD

MOTOR JOTTINGS

EYSTON'S 3,578 MILES IN A DAY

15 WORLD RECORDS BROKEN

London, July 14.

Fifteen motoring world records were broken yesterday by Captain G. E. T. Eyston, the British racing motorist, and his co-driver, Albert Denly, on the Bonneville Salt Flats at Salt Lake City.

Hurtling round the track in their car, Speed of the Wind, they covered 3,578 miles in twenty-four hours at an average speed of 149.09 m.p.h.

It beat the 3,372 miles at 140.52 m.p.h. which they themselves had made last year.

Late last night Speed of the Wind was still whirling round trying to wrest the forty-eight-hour record from the Frenchmen, Perrot, Dohme and Girod, who averaged 109.54 m.p.h. on the Monthery track.

Captain Eyston was soon rewarded by breaking the record for the 4,000 miles, with an average speed of 144.81 m.p.h., previously held by the Frenchmen at 110.40 m.p.h.

In the twenty-four-hour record the drivers took thirteen intermediate records—500 kilos, 500 miles 1,000 kilos, 1,000 miles, 2,000 kilos, 2,000 miles, 3,000 kilos, 3,000 miles, 4,000 miles, 5,000 kilos, the three-hours, six-hours and twelve-hour figures.

NERVE-RACKING ORDEAL

As soon as he knew that he had beaten the twenty-four hour record, Captain Eyston decided to go out on the fort-eight-hour attempt.

Speed of the Wind was in the pits for only twelve minutes, says Reuter.

Captain Eyston and Denly have had a gruelling time since starting on their venture.

Denly had the nerve-racking ordeal of lapping the dazzling white salt track during the hottest part of the day, when the temperature was over 110 degrees.

He was badly burnt by the sun and looked almost all in as he drove into the pits shortly before dusk to hand over the wheel to Eyston.

"I feel like a blooming fish on a spillett," was how he expressed himself.

The only record not beaten in the first 24 hours was that for the 200 miles, which Ab Jenkins covered last year at an average speed of 151.72 m.p.h.

ROADWORTHINESS TESTS

NEW POWERS FOR THE POLICE TO TEST THE BRAKES AND STEERING OF ANY CAR?

It is proposed to authorise the police and Ministry of Transport examiners to test the mechanism of private cars and cycles. This announcement by Mr. Hore-Belisha in the House of Commons last week drew further attention to a section of the new draft Construction and Use Regulations which have been circulated for discussion. In these any police constable is empowered to "test and inspect, either on the road or, subject to the consent of the owner of the premises, on any premises where the vehicle is, any brakes, silencers of steering gear fitted to a motor vehicle or trailer."

It will be realised that under the existing regulations brakes and tyres must be kept in a proper condition, and occasionally proceedings are instituted for failure to comply with these very desirable rules. In effect, therefore, the new proposals are merely an extension of supervisory powers already possessed. In our opinion, these owners who neglect to maintain their cars in a roadworthy state deserve prosecution. A change which directs the attention of the police towards such offenders is to be welcomed. Unroadworthy vehicles are a source of danger which might usefully be eradicated—potentially more dangerous than 30 m.p.h offenders.

No doubt the police would exercise their testing powers on any vehicle involved in an accident in circumstances which led them to suspect that the braking, for instance, had been ineffective, though here the difficulty arises that a brake may have put out of action by the accident itself. They would also test a number of the old and unkempt machines which appear on our roads in greater numbers in summer than in winter. Some people may think it hard for the owners of cars worth, say, £10 to be forced to improve their brakes at a cost of two or three pounds, but we must never forget that in modern road conditions the safety of the public is more important than the convience of individuals. No one should be permitted to drive with inefficient brakes, steering or tyres.

In order to avoid unfairness some standard of brake testing should be found which would be applicable to the whole country in order that owners of doubtful machines might bring them up to the proper state of fitness. Some care, too, will have to be taken in the enforcement of any new rules.

SUBWAYS AND SKYWAYS

POINTS FROM SIR CHARLES BRESSEY'S ADDRESS TO THE SAFETY CONGRESS

"The inconvenience, delay and danger caused in great cities by the opening-up of mains and cables in busy streets afford a strong argument for relegating all such services to a subway, or for providing some other 'reservation,' clear of the carriageway and footway." These words are important coming from Sir Charles Bressey, the engineer-in-charge of Greater London's highway development survey. They appeared in a paper on highway development written for the National Safety Congress.

Whenever there is a particularly bad traffic block, someone remarks, "Road up, I suppose." That is usually only too true. Often the surface is being broken up solely for attention to the mains. Much congestion undoubtedly would be avoided if these were laid clear of the carriageway. Where town-planning is taking place, and where roads are being extensively reconstructed, it is to be hoped that authorities everywhere will bear that sentence of Sir Charles in mind. Traffic problems are more pronounced in London than elsewhere, but other municipalities have a valuable opportunity of learning from the capital's experiences.

Vertical segregation of traffic was another interesting point raised by Sir Charles. Slow progress is at present being made in separating different streams of traffic at different levels, but developments soon take place. How long will it be before the big circular roads of London and the routes leading off to the open country are properly linked up with the hub of the City by roads of equally modern design? America provides us with examples of "overhead skyways" and "depressed roads." The new Cromwell Road Extension will give us an exit of which to be proud. The face of London may start to change with almost unbelievable rapidity in the very near future.

TESTING THE LORRY DRIVER

A NOVEL METHOD

A drastic method of instilling road sense into lorry-drivers is reported in an American weekly.

According to this magazine each of the 600 lorry-drivers of the Brooklyn Edison Company is tested in this "whimsy" manner.

On the route the driver is expected to take, two photoelectrical apparatuses disguised as fire hydrants are set up 30 yards apart.

When the first photoelectric ray is broken it starts a stop watch. When the second is reached the watch stops, thus registering the speed of the lorry.

"PHONG-ACCIDENT" SYSTEM

At the second impulse a wooden dummy of a 12-year-old boy on roller skates is catapulted out from behind a stationary car. If the driver is going too fast he runs over him.

Then the superintendent of transportation steps out and says, "See here, my man, you were going too fast."

"Geest," says the quivering driver ineffectually as his speed and the particulars of his crime are placed on record.

It is claimed that since the introduction of this "phony-accident" system Edison trucks have knocked down 45 per cent. fewer pedestrians. The casualties in the ranks of the dummies are fairly high.

The present "Jerry"—they are named after Gerald Byrnes, the man who repairs them—is the ninth of his line, "the other eight having had the bejeezus knocked out of them by Edison trucks."

Statistics of the number of drivers who have perished from heart failure or swerving into plate-glass windows are unobtainable.

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MAIL NEWS FROM HOME

Our London Letter

(Special Air Mail Service)

London, July 8.

The House of Lords, which on Tuesday defeated the Government on the Education Bill, continued its critical attitude yesterday. Mr. Duff Cooper's recent speech in Paris came in for attack.

Between the atmosphere of the Commons' when the subject was debated on Monday and that of the Lords last night there was a sharp contrast.

Mr. Attlee's motion in the Commons condemned Mr. Duff Cooper's speech for being in conflict with the policy of the Government. Lord Rennell, more moderately, spoke in his motion of "some apparent lack of consistency."

"I always like to understand these things," Lord Rennell explained at the start of a studied and diplomatic speech. As a result the peers discussed the matter with none of the heat which characterised the debate in the Commons.

In the Commons Sir John Simon laughed the motion out. In the Lords Lord Halifax talked it out.

RUSHING UP REINFORCEMENTS

Lord Templemore found himself alone at the start of the debate, and hurried out to find Lord Halifax and other reinforcements. Sir John Simon came over from the Commons to listen from the steps of the throne.

Mr. Duff Cooper sat by himself on the other side of the throne to Sir John. He kept his hands in his pockets. His face was inscrutable.

In the Ambassadors' gallery M. Corbin, the French Ambassador, sat alone. He listened closely while Lord Arnold on the Socialist benches below him made a sharp attack on the Foreign Office officials for their alleged pro-French bias.

Lord Arnold saw the hand of the Foreign Office staff in the Duff Cooper speech. He spoke with a vigour that seemed out of keeping with the quiet atmosphere of the House.

"NEVER-NEVER" TAXATION

One of the new clauses put down as an amendment to the Finance Bill could have been accepted by the Chancellor of the Exchequer without a qualm. It was designed to alter the duty on matches.

Mr. Sandys, who sponsored it, proposed that the new arrangement should take effect as from "the thirty-first day of June, 1936."

Mr. Chamberlain, therefore, was placed in a happy position, for "yesterday was too late and the day before too soon."

Unfortunately for the humorists in the House, the amendment was passed over by the Speaker.

NO POLICY YET

I understand that the communication to Dr. von Schuschnigg from M. Delbos inviting him to come to Geneva and discuss his plans for Austria's future created a great deal of embarrassment in Vienna.

For the moment the Chancellor has no definite plans. These are in the process of formulation. Both the external and the internal policy of his Government will depend on the negotiations now proceeding with the Socialists, Nazis and Monarchists.

Dr. von Schuschnigg hopes that by the autumn he will be in a position to make a positive statement to the Powers on his intentions with regard to the Habsburgs.

He may then pay visits to London and Paris to lay his plans for a restoration before the Foreign Office and the Quai d'Orsay.

If all goes well the most suitable month for a plebiscite would be October or November—after the summer tourist traffic is over, and before the flow of winter sports visitors starts.

In any event, Dr. von Schuschnigg will, I gather, so frame his policy that should the Monarchy be unsuccessful in the plebiscite, it will not necessarily mean the downfall of his Government.

MR. J. P. MORGAN IN THE NEWS

Mr. J. P. Morgan has in the past 24 hours been three times in the news—for three entirely different reasons.

Morgan, Grenfell and Co., of which he is the only non-managing director, formed themselves into a new company under the same name—which made news in the City.

Mr. Morgan had a fine win in the Royal Show—which was of interest to cattle breeders.

He fell a victim to an attack of neuritis, was taken on stretcher to an ambulance from his sister's home in Massachusetts, and thence by special train to his Long Island estate—general news.

If his illness should belie his sister's description of it as "slight. It may interfere with his annual holiday in Britain. For some years past he has taken Gannochy Lodge, in the Highlands, for the grouse shooting.

Shooting and neuritis do not go well together.

WHERE THE DUKE WILL STAY

Het Loo, the Queen of Holland's country seat, near Appeldoorn; where the Duke of Kent is to be a guest, has one of the most up-to-date farms on the Continent.

The Castle lies in the Veluwe ("bad lands"), west of the River Ysel. The name suggests the poor condition of the soil. Yet the Queen has managed to establish a model farm on the Royal estate which has become famous since the war.

She has proved that by careful and scientific planning it is possible to breed first-class cattle even in poor agricultural districts. Tomatoes, grapes, cucumbers, and eggs from the Royal farm are shown annually with consistent success.

The castle itself is nearly 300 years old.

It has been the summer residence of every Sovereign of the Netherlands for past century.

DINNER AFTER THE BATTLE

At the dinner given at the Carlton by the Maharaj Kumar of Vizianagram to the teams at the conclusion of the first Test, the speeches were admirably short.

Perhaps the fact that the 120 guests entended well into the ballroom acted as a deterrent to long-windedness. The toasts were those of "The King"—not "The King-Emperor" as might possibly have been expected at such a gathering—and "Lord and Lady Willingdon."

They were proposed by the Maharaj Kumar, called by the toast master "Sir Vijaya Vizianagram," his Knighthood having been conferred in the Birthday Honours.

Lord Willingdon's reply took less than two minutes.

None of the professionals in the English team was there, but the amateurs, headed by the captain, G. O. Allen, were reinforced by such former Test players as "Plum" Warner, Jardine and Chapman.

There was nothing of the "gorgeous East" about the menu. Jack Hobbs looked in vain on it for the curry for which he had expessed a wish.

THE ITALIAN JOURNALISTS

The Italian Journalists who made the demonstration at the League meeting were all representatives of prominent Italian papers and Press agencies. They do not belong to the cadres of the League Journalist regulars.

These latter are all members of the International Association of Journalists accredited to the League. For this there is a form of election which afterwards must receive the approval of M. Avenol, the Secretary-General of the League.

The Italians were admitted to the Press Gallery on special cards issued to non-members of the association. It need hardly be added that these have now been withdrawn.

The demonstration was guided by sound principles of strategy. Police supervision of the Press gallery is slight. It took some time before the gendarmes were concentrated on the spot.

Then their difficulties were increased by the Italians having dispersed themselves among their confreres who were present for purely professional purposes.

PETERBOROUGH.

When Lloyd was a very little chap one of his sisters was given a new wrist watch—one with a very narrow, oblong face. After it had been duly admired by various members of the family, someone asked Lloyd for his opinion.

He caused much merriment by replying: "I don't like it. It's too long between lunch and dinner time!"

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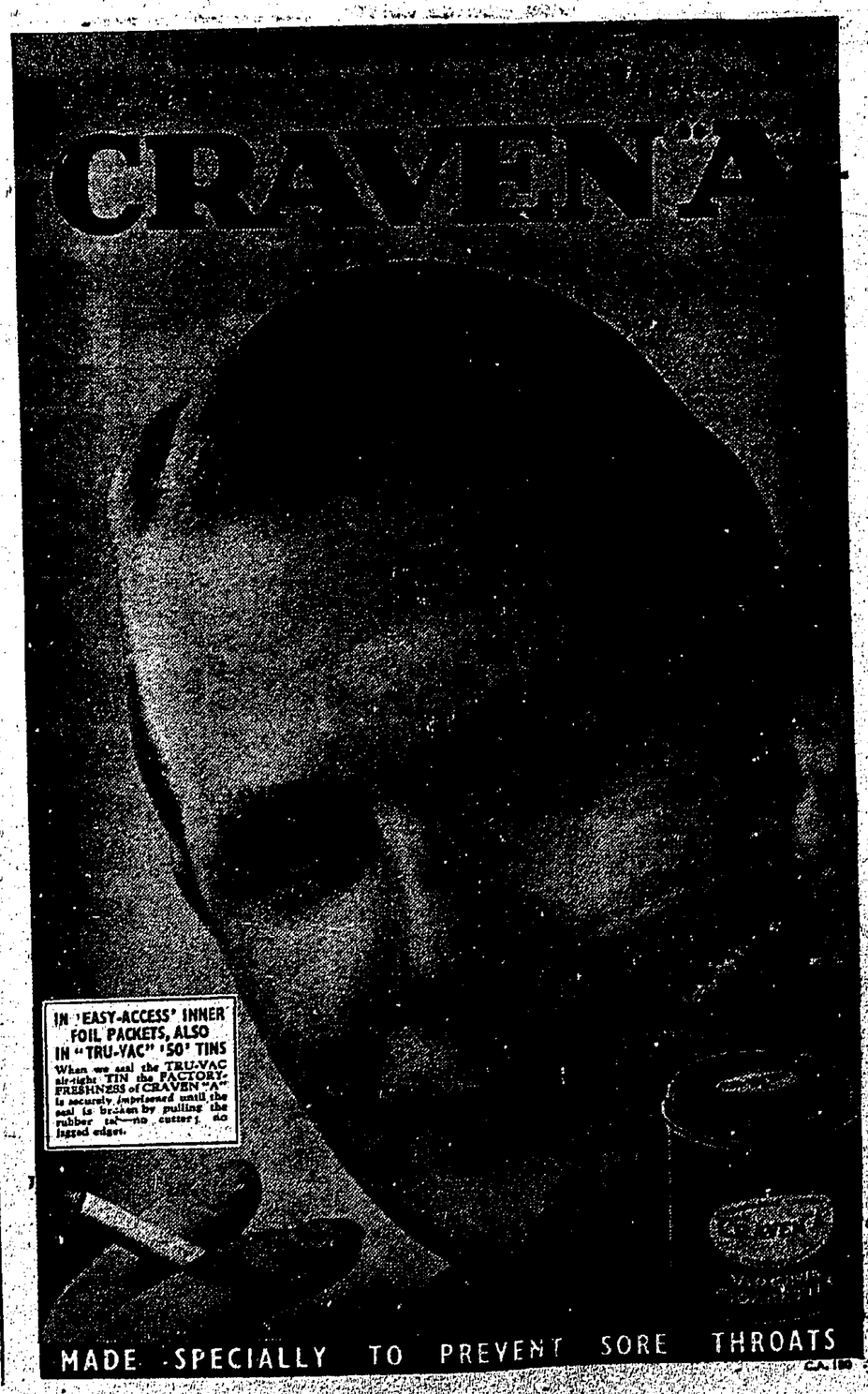

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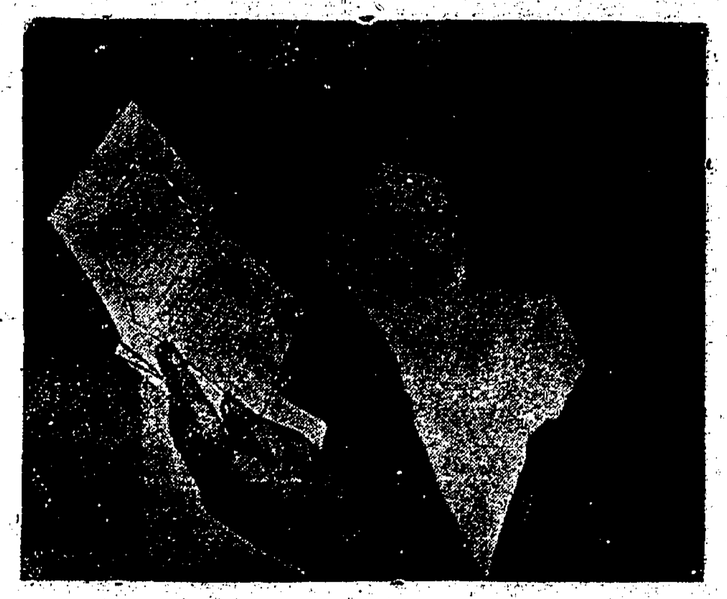

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TO-DAY'S RADIO PROGRAMMES

BROADCAST BY Z.B.W. ON 355 METRES

12.30 to 2.15 p.m.—European recorded programme.
12.30 p.m.—Dance Music by Roy Fox and his Orchestra.
1 p.m.—Local: Time Signal and Weather Report
1.03 p.m.—Vocal Song Memories.
1.20 p.m.—A Savoy Scottish Medley played by the New Mayfair Orchestra.
1.30 p.m.—Reuter Press Bulletins, Local; Weather forecast, time and announcements.
1.40 p.m.—Light Orchestral Music.
2.15 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme.
7 p.m.—

Albert Sandler and his Orchestra

A Little Love, a Little Kiss (Silleau).
Because (d'Hardelot).
Gipsy Moon (Borganoff).
Bird Songs at Eventide (Eric Coates).
Masquerade (Loeb).
Amoretten Tanz (Gung'l).

7.20 p.m.—

Three numbers by the Hill Billies

1. Covered Wagon Lullaby.
2. When that Harvest Moon is shining.
3. Good-night.

7.30 p.m.—

From the Studio

A Jazz Banjo, Guitar and Piano Medley by Fred Carpio and Pomping Vila.

PROGRAMME.

1. Banjo Solos—
   Banjomania.
   Jig time.
2. Piano Solos—
   Pianola.
   Selected.
3. Guitar Solos—
   Pickin' my way.
   This is my way.
4. Piano Solos—
   Selected.
   Try to play it.

7.55 p.m.—"Strike up the Band" (Gershwin).
8 p.m.—Local: Time Signal, Weather Report and announcements.
8.05 p.m.—

A Programme of Maori Music

8.20 p.m.—"Review of Revues played by Debroy Somers Band.
8.37 p.m.—A Recital by Beniamino Gigli (Tenor) and

Fritz Kreisler (Violin)

1. Song—Your tiny hand is frozen ("La Boheme") (Puccini).
2. Violin Solo—A May Breeze (Mendelssohn).
3. Songs—Sol Operte, Lucia La Canzonedell'amore.
   Addio bel Sogno.
4. Violin Solo—Fair Rosemary (Kreisler).
5. Song — Venetian Serenade (Melichar).

9 p.m.—A Relay of the Daventry News Bulletin (Copyright by Reuter) and announcements.
9.20 p.m.—A Relay of the Band of the 1st Battn. Royal Ulster Rifles from the Officers' Mess, Murray Barracks. (by kind permission of Lieut.-Col. R. M. Rodwell and Officers').
10 p.m.—Big Ben from Daventry.
Dance Music
11 p.m.—Close down.

BERLIN PROGRAMME

1.05 p.m.—Call DJA, DJB (German, English).
German Folk Song.
1.10 p.m.—Here comes the music.
2 p.m.—Reports from the Olympic Games.
2.30 p.m.—Here comes the music (continued).
2.55 p.m.—Greetings to our listeners in New Zealand.
3 p.m.—News and Economic Review in German.
3.15 p.m.—Military Concert.
4.30 p.m.—Famous Musicians: Prof. Eta Harich-Schneider will play on the Harpsichord
5 p.m.—Reports from the Olympic Games.
5.30 p.m.—News and Economic Review in English.
5.45 p.m.—Heroic Songs by Franz Schubert. Werner Gisevius.
6 p.m.—Hitler Youth Programme: Little Musical Pieces.
6.15 p.m.—Sign off DJA and DJB (German, English).
6.55 p.m.—Call DJQ and DJR (German, English).
German Folk Song.
7 p.m.—Concert of Light Music.
7.55 p.m.—Little German Broadcasting ABC.
8.10 p.m.—News in German.
8.25 p.m.—Greetings to our Listeners in Dutch East Indies.
8.30 p.m.—Reports from the Olympic Games.
9 p.m.—News and Economic Review in English on DJQ in Dutch on DJR.
9.15 p.m.—We announce the New Month.
10 p.m.—News and Economic Review in German.
10.15 p.m.—Folk Music.
11 p.m.—Heroic Songs by Franz Schubert. Werner Gisevius.
11.15 p.m.—Hitler Youth Programme: Little Musical Pieces by the German Girls League.
11.30 p.m.—Reports from the Olympic Games.
12 midnight.—Close DJQ and DJR (Germ., Engl.).

RADIO MANILA

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air conducted by Don Alva.
7 a.m.—Sign Off.
9.30 a.m.—Nielson Financial Review and Musical Varieties.
11.15 a.m.—Sign Off.
2.30 p.m.—Nielson Financial Review and Musical Varieties
3.45 p.m.—Sign Off
6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.
6.20 p.m.—Spanish Informational Period
6.35 p.m.—English Informational Period.
6.35 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.
7 p.m.—Song Recital by Kathryn Gaillard.
7.15 p.m.—Marek Weber and his Orchestra.
7.45 p.m.—Oriental Classic Trio and Alma Corro (Chain KZEG).
8 p.m.—To be announced.
8.15 p.m.—Commercial Monitor.
8.30 p.m.—Electrolux Programme—A Voice and Two Guitars—Carmela Hernandez, with Sarmiento and Rey.
8.45 p.m.—Stock Quotations and Local Market Reports.
9 p.m.—"Sampaguita," conducted by Remigio Mat. Castro.
9.30 p.m.—"Azucena," conducted by Romualdo Roman.
9.45 p.m.—Studio Music.
10 p.m.—Sign Off.

EMPIRE RADIO

TRANSMISSION 2

Hong Kong Times

The following frequencies will be used:—

GSH 21.47 Mc/s (13.97 m.)
GSG 17.79 Mc/s (16.86 m.)

7 p.m.—Big Ben. The BBC Midland Orchestra; leader, Alfred Cave; conducted by H. Foster Clark. Cuthbert Ford (Baritone). Orchestra: Overture, The Bronze Horse (Auber). Cuthbert Ford and Orchestra: The Old Superb; Drake's Drum (Stanford). Orchestra; Selection, Princes Ida (Sullivan). Cuthbert Ford; From Monte Pincio; The First Primrose; The Young Birch Tree (Grieg). Orchestra; Second Suite, Peer Gynt; (1) Ingrid's Lament (2) Arabian Dance (3) Peer Gynt's Homecoming and the Storm (4) Solveig's Song (Grieg). Cuthbert Ford: Oh! Could you but for One Short Hour; Oh! Never Leave me, Sweet Friend; What Torment, What Rapture! (Tchaikovsky). Orchestra: Polka caracteristique (Articbousheff), Alla Marcia (Karelia) (Sibelius).
8.15 p.m.—"A Remote Corner of the Empire: the Cayman Islands." by A. W. Cardinall.
8.30 p.m.—Around the Counties, No. 3. "Surrey—the County Suburban." Written by John W. Coulter; produced by William MacLurg.
9 p.m.—Greenwich Time Signal.
9 p.m.—The News and Announcements.
9.25 p.m.—Cricket—Surrey v. Notts, at the Oval; a commentary by C. B. Fry.
9.40 p.m.—Envoi.
9.45 p.m.—Close down.

TRANSMISSION 3

Two of the following frequencies will be used:—

GSH 21.47 Mc/s (13.97 m.)
GSG 17.79 Mc/s (16.86 m.)
GSF 15.14 Mc/s. (19.82 m.)

10 p.m.—Big Ben, "World Affairs."
10.16 p.m.—Jack Wilson and his Versatile Five, with Jack Ford (Tenor). Am I Gonna have Trouble with you? (Fain). Welsh Folk-Song, Green Lawns (Lewis). I'm a Fool for Loving you (Wendling). Pantaloon (Curson). Tango, Meines Lebens schonste Stunden (The Most Beautiful Hours of my Life). (Schmitz). Twelfth Street Rag (Bowman). It's Great to be in Love Again (McHugh). Wake Up and Sing (Tobias).
10.35 p.m.—"The Fourth of August, 1914." Some recollections and reminiscences looking back after twenty-two years. Devised and produced by Stephen Thomas.
11.15 p.m.—Light Classical Concert.
11.55 p.m.—The News and Announcements.
Midnight—Greenwich Time Signal.
12.45 a.m.—Cricket—Surrey v. Notts, at the Oval; a commentary by C. B. Fry.
12.35 a.m.—The BBC Dance Orchestra, directed by Henry Hall.
12.45 a.m.—Kipling Reading.
1 p.m.—Close down.

ETON & HARROW MATCH

Princess Royal Present

MR. AND MRS. BALDWIN EARLY ARRIVALS

London, July 11.

The Princess Royal was among the visitors to Lord's yesterday for the first day's play of the Eton and Harrow match.

Accompanied by the Earl of Harewood and their two sons, Viscount Lascelles, who is now at Eton, and the Hon. Gerald Lascelles, she joined Viscountess Boyne, Lord Harewood's sister, in the rooms at the hotel on the ground. These are always reserved for the match by Viscount Boyne, who is an old Etonian. The Princess did not come out while play was in progress, and few people knew that she was present.

The weather alternated between sunshine and showers. In spite of the rain, however, there was the usual ceaseless parade round the ground, optimistic wearers of chiffon and organdi frocks ruining their flounces and allowing the brims of their picture hats to grow more limp, without any compunction.

More than one girl appeared in a filmy gown and wide-brimmed hat before the luncheon interval and went home to change into more sensible attire for the afternoon's play.

Light and dark blue were the favourite colours. Not only were there blue hats and dresses, but mackintoshes and waterproof capes in both tints.

Mr. and Mrs. Baldwin were among the earliest arrivals. They went to their usual seats in the stand, where a number of friends joined them during the morning. Sir Samuel and Lady Maud Hoare arrived later, Lady Maud in black and silver fox furs.

DUKE OF DEVONSHIRE'S PARTY

Grandsons and granddaughters occupied most of the seats in the Duke of Devonshire's box over the clock tower, the Duchess of Devonshire, dressed in black, acting as hostess to a large family party.

Lady Dorothy Macmillan had a black and white spotted frock coat, and a black hat, and Lady Rachel Stuart wore brown, her crêpe de Chine frock patterned in floral tints.

Hilda Duchess of Richmond was with a party which included her elder daughter, Lady Amy Coats, and her grandsons. The Duchess was in a black coat and skirt, a small black straw hat and silver fox furs, and Lady Amy in navy blue.

The Duchess of Rutland, wearing a black coat with a Persian lamb collar and a black sailor hat trimmed with white leaves, was escorted by her son, the Marquess of Granby, and the Marchioness of Anglesey, also in black, had a family party which included her two younger daughters.

Viscount and Viscountess Allendale, the latter in a dark blue coat, a crêpe de Chine frock printed in blue and white, and a wide-brimmed white straw hat, were accompanied by their eldest son, the Hon. Wentworth Beaumont. Viscount and Viscountess Trenchard were also escorted by a son, and Lord and Lady Plunket, the latter wearing a frock of very fine wool in a Parma violet shade and a hat to match, were accompanied by their elder sons.

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ON VIEW FROM MONDAY, THE 3RD AUGUST, 1936.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

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FRIDAY, AUGUST 7, 1936

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ON VIEW FROM THURSDAY, THE 6TH AUGUST, 1936.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

POSITION WHILE KING IS ABSENT

No Crown Commission

London, July 10.

Consideration has, I learn, been given to the constitutional position when King Edward goes abroad for the first time since his accession to the Throne, writes a correspondent.

The question has arisen whether, during his absence, one or more persons should be appointed to transact the formal business of government. I understand that Ministers have decided, after consultation with Home Office authorities, that this is unnecessary.

It is recalled that when King Edward VII. paid periodical visits to Continental spas the Crown was not "placed in commission." No difficulty was then experienced about the conduct of affairs of State.

Before 1821 lords justices were appointed under the Great Seal to act for the Crown during the absence of the Sovereign from the country. Facilities for communication are now such that the King's assent to Parliamentary bills, and to other State matters requiring his approval, can be obtained without inconvenience.

It is laid down in Anson's "Law and Custom of the Constitution" that the Sovereign's absence from the realm does not impair the validity of any executive act done while he is away.

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SYBIL JASON • ALLEN JENKINS
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THE YACHT CLUB BOYS
CAB CALLOWAY AND HIS FAMOUS BAND

TO-MORROW

BARTON MACLANE & MARY ASTOR in "MAN OF IRON"

TO-DAY & TO-MORROW — MAJESTIC THEATRE — At 2.30, 5.20, 7.20 & 9.20 P.M.

THUNDERING THRILLS!

IN SPITE of DANGER

WALLACE FORD MARIAN MARSH

THURSDAY:—"STORMY" *with* NOAH BEERY, JR.

STAR THEATRE

• TO-DAY AND TO-MORROW •

1935's 'THIN MAN'!

Greatest of all the PERRY MASON stories by the author of 'The Case of the Howling Dog'...

"THE CASE OF THE LUCKY LEGS"

WARREN WILLIAM
PATRICIA ELLIS
GENEVIEVE TOBIN
ALLEN JENKINS

• THURSDAY, ONE DAY ONLY! •

An "Old Favourite" that you voted for!

"KING KONG"

AN RKO RADIO PICTURE

"Well, dear," said Mr. Blair, after tea had been cleared away, "what are you planning to do to-night?"

Mrs. Blair shrugged her shoulders. "Nothing special," she replied. "I'll probably write a letter or two, read, listen to the radio, and so on."

"I see," he replied. "When you come to the 'so on,' don't forget my shirt buttons."

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"Come Out of The Pantry"
QUEEN'S:—
"Singing Kid"
ORIENTAL:—
"Return of The Terror"

Kowloon

ALHAMBRA:—
"We're Only Human"
MAJESTIC:—
"In Spite of Danger"
STAR:—
"The Case of the Lucky Legs"

Coming

KING'S:—
"Little Miss Nobody"
QUEEN'S:—
"Man of Iron"
ALHAMBRA:—
"Three Wise Guys"
STAR:—
"King Kong"
MAJESTIC:—
"Stormy"

COME OUT OF THE PANTRY

One of the difficulties in making Come Out of the Pantry," the new Jack Buchanan comedy for British and Dominions which is mainly set in New York, was that of casting the American roles.

In these days of educated public opinion when every film fan in England not only knows the American accent but can talk like a native, it was obviously necessary to sign real Americans for the parts. While, however, it is a simple enough matter to make a film in Hollywood with an all—English cast—witness films like "Cavalcade" and "Over the River"—it is quite another job to find an American cast in Elstree.

In "Come Out of the Pantry," which will be seen at the King's Theatre to-day., Olive Blakeney plays the part of the wife of the wealthy American in whose family Jack Buchanan is forced to take the position of footman.

She had no idea of playing in films until a year ago when she was approached with Sir Seymour Hicks. She made this film and also appeared in "The Butter and Egg Man."

She has, of course, always been interested to be able to take her baby girl, Betty Lou, to see them because she is usually playing a heavy villain and shooting people in a particularly dastardly way.

THE CHURCH'S WELCOME TO SEAMEN

London July 7.

The annual Shipping Festival will be held in Winchester Cathedral at 7.15 p.m. to-day. The mayors of Winchester and Southampton and a representative of the Commander-in-Chief, Portsmouth, will take part in the opening procession, in which flags of the Merchant Navy will be carried. Canon Lang will preach, and the lesson will be read by Captain George Bowyer, pilot of the Queen Mary in all her entrances and exits at the docks.

A note prefixed to the order of service says:—"For many centuries close links have bound together the ancient cities of Winchester and Southampton. . . . This year has brought us fresh proofs of the enterprise and skill of the Mercantile Marine and of all branches of industry connected with it, as well as of the efforts of the church to keep abreast of its needs. The Queen Mary, the Stirling Castle and the Athlone Castle, and the troopship Dilwara—to all these the port of Southampton has given welcome this year and bidden them God-speed on their maiden voyages; and we thank God for the revival of commerce and industry which the port is witnessing. Hard by on land rises the new Seamen's Institute of the Missions to Seamen, extending to all who serve on the sea the right hand of Christian brotherhood. To all alike the Mother Church bids welcome."

£250,000 FILM FOR CORONATION YEAR

(BY REGINALD WHITLEY)

London, July 13.

Plans for a £250,000 Coronation Year film, showing the pageantry of England in joy, in sorrow, in crises, at war and at play, were suggested to me yesterday by Edmund Goulding, the Hollywood producer.

The suggestion came as a sequel to my recent visit to California, when I asked Goulding, one of the brilliant band of Britons recruited by Hollywood to place her on top of the movie-making world, for an idea to further Anglo-American friendship through the medium of the screen.

Speaking over the transatlantic telephone, he said:—

"My idea is a great world-drama—the combined efforts of the best brains of London and Hollywood in a vast-scale spectacular film.

"The picture could be entitled 'The Dawn of an Empire.' It must show the world in terms of inspiring entertainment, the deep fervour of the Briton for his Empire, his King and his Church.

VICTORIAN ERA

"It would begin with the life of Queen Victoria, a pageant of the Victorian era, adopting the Coward 'Cavalcade' inspiration, . . . It would take us to India, Egypt—build the Empire before our eyes.

"It would show this great Queen in the manner that is now entertaining thousands of Americans nightly in a £5,000 a week play.

"I would first be sure that the idea had the personal approval of the King, whose instinct for the right kind of British information abroad is unparalleled.

"Representatives of the India Office, the War Office and the Admiralty and Colonial Office would be our historians.

"We would aim for the release of the picture during the Coronation and Durbar periods. It would be a British Empire Year throughout the world."

CHILDREN LAUGH AT SEX FILMS

"Unable To Imagine Mae West"

"G" MEN THEIR FIRST FAVOURITES

Children do not like Mae West or Greta Garbo films; they laugh at sex appeal, but they are very fond of "G" men.

These facts emerged from a discussion at a conference organised by the Public Morality Council and Cinema Christian Council, at Central Hall, Westminster, recently.

Mr. William Farr, acting general manager, British Film Institute, said it had been found that first among films disliked by children were horrific pictures of the Frankenstein type. It had also been noticed that there were frightening qualities in many of the later Walt Disney cartoons.

Children, he added, did not like fighting, "close-ups" of killing and sudden noises.

OUTSIDE THEIR KEN

The dislike of Mae West and Greta Garbo was almost unanimous. They had never met anyone in the least like them and were not able to imagine that such persons could really exist.

Speaking of film the children like, Mr Farr suggested that they would find on inquiry that the placing of "G" men films at the head of the list did not necessarily mean that the children must have these pictures. They liked them because they gave excitement, sensation and suspense.

"We believe," he added, "that dramatic stories built up around such characters as an air pilot, a Colonial administrator, a sea captain, or even a doctor, would be of greatest interest to the children."

Mr. G. Kirkham Jones, headmaster of St. Andrew's Senior Boys' School, Battersea, stated that he had listened to what children said to each other.

"I have found," he continued, "that they love fighting, comedy, young animals, young people, right triumphing over wrong, happy endings to the stories of the books they read.

"Sex appeal children simply laugh at, and a close-up of a man and woman kissing sends them, as a rule, into fits of laughter.

"They hate cruelty, drunkenness is no longer a joke to them, and beauty of scenery leaves them cold."

A BALLERINA'S COME-BACK

FAMOUS TSARIST PRIMA

London, July 14.

To-night, at the age of sixty-three, Mathilda Kshesinskaia, the famous Tsarist prima ballerina of pre-war days, will stage a come-back at Covent Garden.

She will dance a Russian dance in a divertissement specially arranged for her benefit.

Kshesinskaia, who is now the wife of the Grand Duke Andrew, still maintains a dancing school in Paris. To-night she will be dancing with several of her pupils, including the young ballerina, Tatiana Riabushinskaia, the daughter of a former Moscow millionaire.

SIXTY NOT OUT

Kshesinskaia, who belongs to the pre-Pavlova era, is the most famous of all Russian ballerinas.

She was a Tsarist and Grand Ducal favourite, and it was in her house in St. Petersburg that Lenin established his headquarters when he returned to Russia from Switzerland in a sealed wagon after the revolution.

Her come-back at the age of sixty-three is not a record. At the moment Moscow has in Geltzer a pre-war ballerina who is still dancing and who must now be well over sixty.

To-day Geltzer can give Kshesinskaia fifty yards start in a hundred. Ballerinas are like boxers. Once they have stopped, they cannot stage a come-back.

Geltzer's success is the result, partly, of her superb physique—she has the legs of a Dixie Dean—but mainly because she has never stopped dancing. The Bolshevists have made no attempt to force her to alter her pre-revolutionary classical style.

NATIONAL COUNCIL OF WOMEN

THE DIPLOMATIC SERVICE

(Special Air Mail Service)

London, July 8.

The conference of the National Council of Women, representing about 2,000,000 members, opened at Southport yesterday.

In her address, the president, Mrs. E. Hartree, who was the first woman Mayor of Cambridge, emphasized the need for many more women on local authorities and for Diplomatic and Consular services. The slow rate of progress in the inclusion of women in local government bodies since their admission had been a disappointment. Mrs. Hartree criticized the recent report on women in the Diplomatic and Consular services. It was a disappointment to them all, she said, and many of its conclusions seemed to be based on slight foundations composed to a great extent of preconceived ideals on women, their capabilities, and their so-called "proper" sphere of work.

"One paragraph seems to be particularly regrettable," she said. "It states that certain duties which the women's deputations mentioned as specially requiring women are now being performed by the wives of members of the service 'without cost to the State.' It is doubtless convenient to use the unpaid wives of officials; though they cannot be regarded as substitutes for the trained and selected women envisaged in our demands, but that this 'getting something for nothing' should be given openly as a reason against the admission of such trained women into the services is surely unworthy of a Government Department."

Mrs. Hartree referred to the danger to the right of women to work throughout the world. In view of this, and of the increasing tendency in many countries to curtail that right, either directly by legislation, or by the delegation of powers of Ministers and officials, sometimes acting in conjunction with trade unions, their duty in upholding such right became ever more insistent.

APPOINTMENT OF MAGISTRATES

It was unanimously agreed that the present method of selecting lay magistrates resulted in the appointment of many unsuitable people, and also failed to secure the appointment of many suitable people. A delegate urged that advisory committees should have definite and established constitutions, that the names of their members should be made public and that they should include both men and women.

NAVAL BASES ON PACIFIC ISLES

TO TIME BEING LOST BY GOVERNMENT

Officials' Expedition

London, July 10.

The U.S. Government is losing no time in clinching its claim to the Howland, Baker, and Jarvis Islands, which lie midway between Hawaii and Fiji.

Four American Government officials arrived at Honolulu yesterday en route for the islands. They are carrying complete equipment for two aerological stations for pilot-balloon observation.

Rumours are current that the islands are needed for small naval bases, as well as for commercial air transport, though the officials refuse to make any comment.

BRITAIN UNINTERESTED

The recent declaration of United States ownership over the Howland, Baker, and Jarvis Islands, followed by the hurried despatch of 12 Honolulu schoolboys in a coastguard cutter (four to each island) for "colonisation" purposes, was believed by many to be a quick move to forestall Great Britain.

It has, however, been officially stated in London that the British Government takes no interest in the occupation, and has no intention of disputing the American claim.

The important strategic and air base possibilities have been enhanced by the recently instituted trans-Pacific "air clipper" service.

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JACK BUCHANAN in COME OUT OF THE PANTRY with Fay Wray

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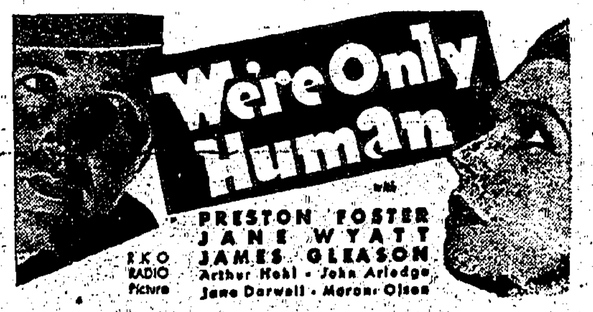

— NEXT CHANGE —

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SPECIAL ALL COMEDY VARIETY SHOW!

Don't let the children miss this wonderful show.

LAUREL & HARDY — Their Biggest laugh riot "THE CHIMP"

OH RIE CHASE — Screaming comedy hit "Mr. BRIDE"

TED HEALY and his Stooges — All colour musical revue "HELLO POP"

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PETE SMITH'S — Comedy sports "BONE CRUSHERS"

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CAUSES FOR HUMANITY

Paper Delivered By Prof. Hsu

The following paper "What Should Members of the Y.M.C.A. and the Y's Men's Club Do Towards Humanity?" was delivered by Prof. Hsu Ti-shan at the Chinese Y.M.C.A. at Bridges street yesterday morning in connection with the Y's Men's movement.

That China to-day still suffers from poverty and disorder is not merely the result of her national evolution or revolution. Its cause can be ascribed to the scramble for more wealth and more power among the various powers after the great war. The real Chinese Revolution began not before the World War, but after it, for when the War ended, China felt she should not stand foreign aggression any longer and that she must get up and shatter her fetters.

The memorable year 1928, when the nationalist Army started from Canton and moved Northwards to unify the country, can be regarded as signs of the revolutional process.—From that time on, we faced so many difficulties which we have never faced before. During these few years, various movements and attempts have been experimented, but they do not themselves testify to the success of the Revolution. Our Youths realise that the responsibility for the reconstruction of the country is theirs, yet just how to carry it out ever remains their serious problem. They feel that in order to fulfil their objects, they must have union and united efforts; so they form themselves into different societies or enroll themselves as members of various existing organisations. In fact, members of the Y's Men's Club in Peiping are mostly students. The heart-burning and tormented youths of China are hungrily looking around for fellowship and companions to consult about and solve the various problems concerning the relations between rejuvenated motherland and themselves, and also between their country and themselves and the world at large.

MANIFOLD PERSONALITY

Confronted with a situation like this, one, particularly a member of an organisation like ours, will naturally ask; How shall the Y.M.C.A. or the Y's Men's Club serve these youths by leading them on to a reasonable and practicable path? To join an organisation often means creating a particular personality, and when one has joined a number of societies, it sometimes makes one feel that one's personality becomes manifold. For one organisation may encourage its members to uphold internationalism or pacifism, while another may teach them to believe in patriotism and even militarism.

Thus opinion differs and our youths are often left at cross-roads. We intend to promote good-will among the various nations and the different races; yet we sometime find that we have our own interests to look after. The failure of many international organisations is often the result of such a dilemma. When we think of anything that is international by nature, it gives rise to no sense of moral obligation to the majority of the people, but, when anything that is "national" by nature is mentioned, it will mean something dear and sacred to those, who are the component parts of that nation.

In a word, international morality is a thing that regard ourselves as the nucleus responsible for such claims we should lay down certain principles on more effective grounds. And, first of all, we must be prepared to face difficulties. As a Chinese organisation, I think we should express our attitude towards, if not suggestion of an international fellowship to our members of the different nations.

WAR OPPOSED

Firstly, we oppose war. But we go further, we oppose all causes of war. People often oppose war just as war. This is the result of offensive action on one side and defensive resistance on the other. The phenomenon is due to inequality in power and wealth between the nations that go into war. Mere inequality in intelligence may not engender war, for an intellectual life is more passive and calm and naturally abhors warfare. The world is at present heading for internecine warfare because certain powerful nations through an insatiable avarice for money and expansion are bent on obtaining more and more wealth and land, upon which rests their power.

People are led to believe that material prosperity and physical pleasure are the only things that matter, the only things worth securing. The real value of life is in term of money, and business activity becomes the true virtue. Such is the situation of the world to-day.

Man has no longer any high ideals to live upon. For the sake of obtaining unrivalled luxury and incompatiable power, he may engage with his kinsman to perform a gladiatorial display, which is sanctified by nationalism or patriotism. In fact, the majority of the human races are still living in the stage of stone age. The stone age men of one nation tell the stone age men of another that they have certain moral and religious obligations to fulfil so as to indulge their instincts for plunder and murder. It is because of such an attitude toward life that the activity of Mars has become manifested.

CAUSES MUST BE REMOVED

In order to stop war, we must remove the causes of war. we must discourage aggrandisement power and wealth and restrict excessive material enjoyment egoistic basis.

Secondly, we must endeavour to suppress that servile spirit that is in us. For, though slavery as a social institution has now been abolished, yet most people are still enslaved psychologically by convention in their behaviour and mentality. Most people are free men with slavish mentality just as materially they are stone-age men living in the age of electricity and petroleum. It is very easy for one to think that he himself is a lord or a superior being; yet, even with such a superior complex, he could hardly rid himself of that slavish mentality by which he is plagued. He likes others to fawn upon his greatness, he wants people to praise him, flatter him, to the skies. This is one aspect of snobbishness. The cause of international disagreements and interracial conflicts often lies in the exaggerated notions of one's own importance — contemplating that he alone has a divine right to live, whilst others are merely talking beasts of burden if they are not willing to die a providential death.

Invasions of others nation's territory, colonisation in the lands of people of a lower cultural level, making treaties with others by applying superior force, all these will have to be entirely suppressed before we can talk about international peace and safety of mankind. The conception of "master" and "slave" or "servant" must not be allowed to enter into religious or social thought. The doctrine of equilibrium is to be upheld. Everyone ought to do his best to help to deliver Mankind from his sufferings without expecting rewards, for expecting rewards is also an outcome of servileness of slavish mentality.

DIVINITY STILL BELIEVED

I think the above two points should be emphasized by both Y.M.C.A. and the Y's Men's Club as general principles in this connection. Not forgetting the fact that we are Chinese, we will naturally have many more aspects to deal with. Many of our countrymen still believe in astrology, in geomancy and in determinism. They still have faith in the legend that the "True Dragon appointed by Divinity is coming to rule over China."

These are the obstacles that are impeding our way towards progress. It is our duty to have such impediments and hindrances removed. We ought to try to show that the destiny of our nation is shaped by ourselves with our own hands and in accordance with our own will. Another malady that is inflicted upon our nation is loss of self-confidence, and this is lamentably prevalent among our youths. Here what we should do is to help them to retain their confidence in their own capacity and ability. It is also very important that our youths should be trained to believe that self-restraint in material enjoyment is not only healthy practice but is essential to our national development.

We are a people of no very great prosperity, a people whose industrial development is still in its infancy, and therefore we cannot afford to live extravagantly like other nations. Even though we may some day attain to the state of great material prosperity that has been reached by some other nations, it should still be borne in mind that it is never our ideal in life to give ourselves up to enjoyment and pleasures of the moment without thinking that all natural resources may sometimes become exhausted. In this we are upholding an old virtue, which we have no reason at all to discard.

A TASK

In the above I have outlined in broad principle a task for the members of the Y.M.C.A. and of this Club to work upon. It goes without saying that we do not want to see people sink into the existence of a feelaheen, in which the only interest in life is the need of the moment, and their life is enchained to agricultural and manual labour.

Such hand to mouth existence is no doubt far from being desirable. But, on the other hand, we do not wish to see people live a life of unrivalled luxury and comfort, caring nothing about ideas and ideals. Life without ideals must be very empty. Modern education as I find it gives us a good deal in the way of knowledge, but stimulates very little reasoning and thinking in us.

So I feel we people, who gather together so often for exchange of views and ideas, should encourage one another to do more thinking and to devote more time for the realisation of the great aim, that is to say, the eternal peace for the world. We are the pushers of the Wheel of Time, and I am confident, that we shall never, never fail in our task.

FAREWELL TO DELEGATES

Y's Men's Clubs Resolutions

As a farewell function to the International Association of the Y's Men's Clubs, Dr. Arthur Woo, Governor of the South China district gave an informal dinner at the Chinese Merchants' Club last night.

This dinner followed in the course of the day's programme which included a discussion on the various problems of the Clubs in South China, which discussion took place yesterday morning.

At the discussion the following resolutions were passed:

(1) In the future the conferences should be held once every two years at the different centres of the South China district by rotation. It was decided to hold the next conference at Amoy.

(2) The present District Governor, Dr. Arthur Woo, was re-elected governor by a unanimous vote.

(3) The presentation of a trophy by the District Governor to be awarded to the Club in the Southern district which showed the highest efficiency in fulfilling objects of the Club.

(4) Amoy be asked to be responsible for the formation of a Club in Swatow.

After this discussion the party were entertained to tea by Mr. and Mrs. H. S. Mok at their residence in Conduit Road.

The delegates present at the dinner at the conclusion of the day's programme were Mr. E. S. Sy, President of the Amoy Club, Messrs. C. G. Huang (Amoy), Mr. Lockwood (Canton), Dr. K. S. Fong (Canton) and Mr. Y. K. Poon (Canton).

A very enjoyable evening was spent and among the guests present were Mr. K. Noble, Canadian Trade Commissioner, Professor and Mrs. W. I. Gerrard, Professor W. Nixon, Mr. Peter H. Sin, Mr. and Mrs. R. A. D. Forrest, Mr. and Mrs. J. Anderson Miller, Mr. and Mrs. B. Wylie, Mr. and Mrs. H. Ching, Miss N. Flint, Mr. and Mrs. Fung Ping Fan, Mr. A. W. Ingram, Mr. Li Chor Li, Mr. H. Scott, Mr. G. Sydney, Miss F. Von.

Musical entertainment was provided by the following well-known local artistes: Mr. Li Chor Chi (songs), Mr. H. Scott (piano accompaniment), Miss F. Von (Hawaiian dance), Miss Chan (dance) and others.

Prior to the entertainment Mrs. Arthur Woo presented prizes to the winners of races which were held on Sunday at Castle Peak during a picnic which was held at Mr. H. M. Sui's Castle.

CHINESE GUNBOATS LEAVE COLONY

The Chinese gunboats Yuan Chien and Tung Chi left the Colony yesterday morning for an unknown destination, although it is surmised that they are making for Hoihow.

LARCENY BY SERVANT

GROCERY ACCUMULATION ALLEGED

"I regard larceny by servant as being more serious than an ordinary theft," commented Mr. E. Himsworth at the Kowloon Magistracy yesterday when he imposed a fine of $7 with the alternative of three weeks' hard labour on Iu Ho, 20, married woman, of Singapore, whom he convicted on a charge of the theft of small quantities of tea, sugar, tin milk, flour, custard powder and Lactogen, the property of her employer, Mrs. Lydia Ball, of 37, Jubilee Buildings, second floor, Sham Shui Po.

Inspector W. R. Chester Woods stated that the defendant had been employed by Mrs. Ball for about three months and was given notice on Sunday. Before she went away the complainant asked the defendant to go downstairs to call the children. While she was away, Mrs. Ball glanced in the basket and discovered the articles. She called for a military policeman, Pte. Jones, who searched the basket.

Mrs. Ball then gave evidence and denied that she said to the defendant that she could have a little of the tea leaves.

Defendant: The milk has been in the ice-chest for a long time and it went bad so I took it out. I got the sugar from the compradore boy. The Lactogen was an accumulation from empty tins.

His Worship: On your own evidence you stole the milk and the Lactogen and I am satisfied with the complainant's evidence that you stole the tea leaves and custard powder. The sugar I am not sure about. In find you guilty of theft.

AERATED WATER GOING CHEAP

SHOPKEEPER ON RECEIVING CHARGE

Prosecuted by Messrs. A. S. Watson and Co., on a charge of receiving 120 bottles of Formazone Splits on July 25, knowing them to be stolen, Lui Ki, a shop keeper of the Ying Fat Coffee Shop, 530, Shanghai Street, Mongkok, appeared before Mr. W. Schofield at the Central Court yesterday and was remanded for 48 hours. His bail was allowed at $100.

Mr. E. D. Lawrence, of Messrs A. S. Watson was the complainant.

Acting Sub-Inspector Madgewick stated that sometime last month Messrs. Wason and Co., at North Point lost 120 bottles of aerated waters. On information received a detective went over to Mongkok and found that the defendant had bought 120 bottles from a boat man for 25 cents per dozen. The defendant had been a shopkeeper for several years and should have known that he could not get the aerated waters for such a low price.

The case was remanded in order to trace the man who sold the bottles to the defendant.

TATTOO YOUR LIPS

with this new, more indelible lip colour that isn't pasty and that actually softens lips!

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Around the Courts

BANISHEE

Chan Lap Shing, unemployed, was sentenced to 12 months' hard labour by Mr. Himsworth at the Kowloon Magistracy yesterday for returning before his banishment term of ten years from June 26 last, had expired. Det.-Sergt. Davies prosecuted.

ANOTHER BANISHEE

Lai Kwong, 26, unemployed, was sentenced to three months' hard labour by Mr. Himsworth at the Kowloon Magistracy yesterday for returning from banishment. Defendant was banished for ten years on November 27, 1933, and admitted a previous conviction for possession of counterfeit coins when he received five months.

Insp. Chester Woods prosecuted.

WOUNDING CHARGE

Yeung Shing was remanded to Friday on $200 bail when he appeared on remand before Mr. Himsworth at the Kowloon Magistracy yesterday charged with wounding Kwong Yim at Whitfield Barracks. Det-Insp. Elston for the prosecution, stated that the complainant would be out of hospital in few days.

INDECENT ASSAULT

Chan Ping Lung, 24, stall foki, appeared before Mr. Himsworth at the Kowloon Police Court yesterday charged with committing an indecent assault on a female, Wong Chau Lam, at 1, Chung Sha Street, first floor, on or about July 28. On the application of Det-Insp. Elston the accused was remanded to Friday morning.

TRESPASSER CHARGED

"You have to be a more intelligent liar than that to convince me," retorted Mr. Himsworth at the Kowloon Police Court yesterday when he imposed a fine of $1 or seven days on Cheong Yam-wing, 21, farmer, charged with trespassing on military land at the 30 yards revolver range, Sham Shui Po Camp. Defendant, testified Lance-Corporal Rodgers, R. W. F., was with others, picking up lead. They all ran and defendant was arrested by a Fusilier. Defendant alleged that he was dragged into the Camp and the lead was put into his pocket by someone! Insp. Chester Woods prosecuted.

BACK TO DUTY

Mr. S. F. Balfour made a welcome appearance on the Bench of the Central Court yesterday after a rather long absence.

Mr. Balfour returns to duty after an illness which afflicted him while he was staying in Yunnan.

LARCENY FROM PERSON

Mak Hon, 33, coolie, was charged before Mr. S. F. Balfour at the Central Court yesterday with larceny from the person of Lai Chuen of $6.

Det.-Sergt. Guild stated that the defendant was seen to take the money and pass it to another man.

Defendant was sentenced to four months.

ANOTHER CASE

Charged with larceny from the person of Lai Tseung Hang of $10 when near the Central Market, Ho Ching, 23, appeared before Mr. S. F. Bafour at the Central Court yesterday and was sentenced to 6 months.

Det.-Sergt. Shepphard stated that the defendant was seen to take the money from the complainant's pocket.

CHEMOTHERAPY OF MALARIA

Colonel James' Speech To British Association

WHAT OF QUININE?

Quinine has been in general use for nearly a hundred years, but no one knows, and scarcely anyone is trying to discover, how this remarkable natural remedy acts. Even yet its merits and defects as an antimalarial agent are very imperfectly understood, and it has been said that there are almost as many methods of treating malaria with it as there are physicians who use it. To a considerable extent it satisfies the practising physician because it promptly stops most clinical malarial attacks, but it has grave defects from the point of view of preventive medicine for it does not prevent infection of either the human host or the mosquito, and it does not prevent relapses. These defects became strikingly evident during the World War, and in consequence it was realised how advantageous it would be to have antimalarial remedies which would be effective for particular purposes for which quinine is known to fail.

To discover and prepare such drugs is the chief aim and object of antimalarial chemotherapy. What is aimed at is not to supplant quinine, but to supplement it with additional weapons for use in particular circumstances and for particular purposes. In Germany, two synthetic antimalarial drugs, plasmoquine and atebrin, which to a considerable extent fulfil that requirement, have already been discovered, and now it is hoped that Great Britain will make adequate arrangements to pursue the subject in the same intensive way and with the same objects in view.

Up to the present the chemical industries of that country have not concerned themselves with the matter, and grants which have been allotted by the government during the last few years to assist antimalarial chemotherapeutic research have amounted to less than a two hundredth part of the Empire's annual bill for quinine.

OF INTEREST TO THE EAST

The prevalency of malaria in these shores makes the recent discoveries of atebrin and plasmoquine by Professor Schulemann and his associates at Elberfeld, Germany, of double interest to newcomers to the Far East.

Certain environs of the world have failed to keep up with the "march of time" and, in consequence, their inhabitants cannot, or refuse to, keep in step with the progress of civilisation.

The fact that hardly a layman pays much, if any, attention to combatting this dreaded disease does not mean that malaria is in abeyance, or that it is imperative that "microbe hunters" make their researches, sometimes fatally, before he will finally come to the realisation that it really concerns him.

In a discussion in Chemistry in the British Association at Norwich, England, Colonel S. P. James, F. R. S., spoke some very fitting words on the chemotherapy of these two new discoveries.

The distressing effects of a malaria epidemic shows that no royal road or short cut to the prevention of malaria has yet been found.

During recent years reminders have come from British India, Malaya, East and South Africa, Nigeria, the Sudan, Mauritius, Trinidad, Barbados and other British territories overseas. A few years ago an epidemic in British India prostrated the whole population of an area twice as big as England. The ordinary business of large cities was interrupted, no labour could be obtained, transport was disorganized, and even sellers of food ceased to carry on their trade. In one group of towns and villages the deaths during the month of October, instead of being as in a normal year about 7,000, were 76,250.

FINANCIAL LOSSES

The financial losses due to such an epidemic are quite incalculable, but some idea of the cost of malaria is indicated by the amount of money spent in ineffectual attempts to combat it. For example, the island of Mauritius has spent more than 3½ million rupees on antimalarial measures since 1909, but the prevalence of the disease has not appreciably decreased, and local experts have recently suggested that the whole question should be studied anew with the object of discovering some less costly method of checking the scourge. Lagos, the capital of Nigeria, has spent even more money with less success, for the present position is that every native inhabitant of the town above the age of one has the disease.

Said Colonel S. P. James:

"Perhaps the most striking example of failure to prevent malaria by applying the teachings of existing knowledge occurred during the World War. In June, 1916, a British division moved forward from Salonika to occupy the valley of the Struma River in Greek Macedonia. About a fortnight after enterng the valley the troops of the division began to go down with malaria at the rate of more than 100 a day.

During July and August there were 5,000 cases; in the whole year there were 30,000 and the next year 70,000.

A French army corps under General Sarrail held the line next to ours. That army entered the valley 11[illegible]0 strong, but within the next few months 60,000 were down with malaria, and by the end of the year only 20,000 were left in the line.

General Sarrail reported to the French government that his army was immobilised in hospital. The Germany army on the same front suffered equally, but it is not difficult to picture what would have happened if either of the opposing forces in that war region had been able to keep its soldiers free from that disease.

In view of these and other examples it has to be admitted that, despite some remarkable discoveries, existing knowledge on the preventions of malaria is not sufficient.

DIRECT WAR DIFFICULT

Direct war on the malaria-carrying mosquito is too difficult and too costly for general use, and quinine has failed to maintain its old reputation as the sovereign remedy which meets all needs. More knowledge is needed in many different directions, one of them being chemotherapy, in which subject British chemistry has as yet played only a very small part. This seems surprising when we reflect that, of the 3½ million deaths from malaria recorded in the world each year, the great majority occur in the British Empire, and that the British Empire lone spends every year about £450,000 on quinine.

If and when adequate arrangements for antimalarial chemotherapeutic research are made in Great Britain it will, of course, be one of the tasks of the biologist to tell the chemist all that he knows of the life-history and biological properties of the various species of malaria parasite, and for what particular purposes he is desirous of being supplied with drugs that are superior to quinine. As Sir David Prain said a few years ago: "When medicine is in a position to tell chemistry exactly what medicine requires, the chemist will in due course deliver the goods." Professor Robinson has said much the same thing in other words, so some indications on the subject will be given to point the chief defects of quinine as an antimalarial agent, and some of the merits of atebrin and plasmoquine as additional antimalarial weapons."

IMPORTANT DEFECT

The first and by far the most important defect of quinine is that it does not prevent infection: it is not a true causal prophylactic. What we want is a drug which, taken in non-toxic doses, will entirely destroy the organisms injected by infected mosquitoes before these organisms begin to continue their developmental lifecycle in the human host.

Until a few years ago quinine was thought to be effective for this purpose. It was thought that if persons in malarious places would take a dose of quinine at sunset and another at sunrise, all germs injected by a mosquito which had bitten them during the night would be killed and they would not suffer from malaria.

Clinical observations give no support to that belief. For example, the temperature chart of a person who took ten grains of quinine shortly before being bitten by mosquitoes, and the same dose daily thereafter for ten days, showed that these prophylactic doses had no effect in preventing or delaying the malarial attack. Another trial with larger doses of quinine showed the same failure. The attack occurs, even when the prophylactic doses of 45 grains (3 grams) of quinine are used.

DIFFERENT RESULT

It is interesting and important that the same trials with either of the new synthetic preparations, plasmoquine or atebrin give a quite different result. In a comparative trial with quinine and atebrin and plasmoquine against infections of malignant tertian malaria, all the controls who took no prophylactic had their attack of malignant tertian malaria within the usual incubation period, but none of those who took atebrin and plasmoquine had any malarial attack.

Atebrin and plasmoquine do not work so well as true causal prophylactics against benign tertian malaria as they do against malignant tertian. The point is that these drugs are not simply substitutes for quinine: **THEY ARE NEW WEAPONS WITH A SPECIFIC ACTION ON A PHASE OF THE PARASITE AGAINST WHICH QUININE HAS NO EFFECT.**

A second defect of quinine is that it is not equally effective against all species and strains of the human malaria parasite. This defect is common to all known antimalarial remedies, and is the chief reason why it is desirable to have several drugs at its disposal for treatment in order that, when one fails, another may be tried. For example, some strains of malignant tertian malaria are not at all susceptible to quinine, but are very susceptible to atebrin.

On the other hand, some strains of benign tertian malaria react quicker to quinine than to atebrin, and for this reason many clinicians prefer to "break the fever," as they say, with quinine, and to continue later with atebrin.

A THIRD DEFECT

A third defect of quinine is that it is not very effective in preventing the relapses which are such a troublesome feature of some cases of malaria. Here again a chief difficulty arises from the fact that different species and strains of malarial parasite react differently to the various antimalarial remedies at present known. In malignant tertian malaria, relapses may often be entirely prevented by treatment with atebrin instead of with quinine. On the other hand, the relapses of benign tertian malaria are much more difficult to prevent. The most important type is that which causes what is called "the spring rise of malaria" in northern Europe and other countries. It was the type responsible for the second wave of a recent epidemic in Ceylon. No drug yet known will prevent this type of relapse.

LASTLY

Lastly, there is the problem of preventing the spread of malaria by what is called gametocyte therapy. Gametocytes are the forms of the malarial parasite which infect mosquitoes, and it has long been known that in malignant tertian malaria quinine is quite ineffective in preventing the infection of mosquitoes which feed upon persons suffering from this disease.

Plasmoquine, on the other hand, is so effective against the gametocytes of malignant tertian malaria that doses even as small as two centigrams are sufficient to prevent mosquito infection. For this purpose, therefore, plasmoquine is a new antimalarial weapon of proved efficacy. But a further requirement in this category is a drug that will prevent the production of gametocytes in the human host and their appearance in that peripheral blood from which they are sucked into the stomach of the mosquito when it feeds on infected persons.

Plasmoquine kills gametocytes **AFTER THEY HAVE BEEN PRODUCED AND HAVE APPEARED IN THE PERIPHERAL BLOOD**, but it does not arrest their birth and development.

From these examples it will be evident that the epoch-making discoveries made by Professor Schulemann and his colleagues at Elberfeld have placed in our hands new antimalarial weapons of great power and precision, but that there is still ample scope for further research in other countries.

It is not expected, of course, that funds are available for chemotherapy research upon the same scale as that provided in Germany, but the British Empire with its vast malarious territories in Africa, India and the **FAR EAST** is more concerned with the provision of effective antimalarial agents than any other group of nations in the world and, having regard to the humanitarian, economic interests at stake, it is greatly to be hoped that progress will be made towards that end.

H. K. POLICE RESERVES

(Orders by the Hon. T. H. King, Inspector General of Police)

AQUATIC SPORTS

The attention of all Police Reservists is drawn to the programme of the 15th Annual Aquatic Sports of the Police and Prison Departments to be held at the V.R.C. on Saturday, September 12, 1936. It includes two special races open to members of the Hong Kong Police Reserve. Further particulars can be obtained from Sub-Inspector Hunt, to whom all entries must be sent before August 22, 1936.

CHINESE COMPANY

Training Course (Part II.):—The following undermentioned members will attend Chinese Company Headquarters on Tuesday, August 4 at 17.30 hours for Part II. of Training Course:—

Constables R38 Henry Wong and R98 Edward Ho.

INDIAN COMPANY

Commendation:—Constable R291 Tara Khan of the Indian Company is commended and granted the commended service bar by the Hon. Inspector General of Police for initiative and zeal in an arms case on July 21, 1936.

Training Course (Part II.):—The following undermentioned members will attend Indian Company Headquarters on Tuesday, August 4 at 17.30 hours for Part II. of Training Course:—

Constables: R210 Abdullah Shah Mohamed, R213 S. B. Hussian, R236 M. S. Dillon, and R256 Sher Ahmed Khan.

C. CHAMPKIN,
D.S.P. (R.)

Hong Kong, August 3, 1936.

FREE FOR ALL

For Coal Coolies

Thirteen coal coolies, two of whom had their heads bandaged, appeared before Mr. Himsworth at the Kowloon Magistracy yesterday charged with fighting in the Mitsui Bussan Kaisha coalyard. The first seven pleaded guilty and the remainder denied the accusaton.

Det. Sergt. J. Hunter stated that it was a small clan fight and there was no police evidence and no evidence to offer against the defendants' denials. The magistrate bound the first seven defendants over to keep the peace for twelve months and the remainder were bound over to keep the peace for six months. Two of the combatants had to receive hospital treatment.

NEW BALL ROOM AT SHUM CHUN

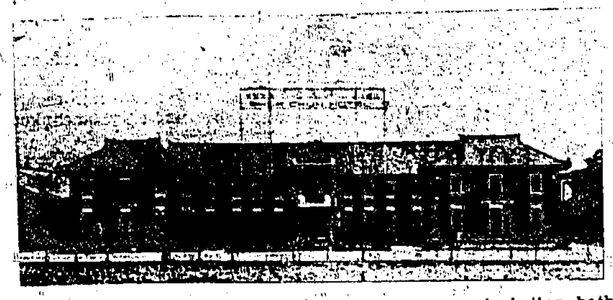
MIDNIGHT TRAIN FOR REVELLERS

MODERN HOTEL AT ITS BEST

A sumptuous display of catering to the public's wants was made manifest at the Shum Chun Hotel, at Shum Chun, on Saturday night, on the opening of the new Ball Room.

Our representative, handily equipped with an invitation, had access to all the departments, of which there were nine in number and saw very thoroughly, how the management of such a large hostelry gave its patrons something exceedingly worth while for their money.

Our chief mission was to attend the opening of the magnificent ball room, and with the assistance of the genial manager, Mr. Juan Jay, nothing was left undone to make the occasion a most enjoyable one.



The ball room was tastefully decorated with myriad colours, with blue predominating. A large chandelier of modernistic design, was hung over the centre of the floor, with the prismatic colours glowing translucently above the heads of the dancers, who evinced much enthusiasm to the tunes of Julian Silverio's nine-piece orchestra.

The large number of hostesses were mostly importations from Shanghai, and they were very charming in their native dresses. Tickets for the tea dances were $1.00 for four, and $1.00 for three during dinner.

Julian Silverio has had considerable experience in the entertainment field, having directed the Hong Kong Hotel orchestra for a period of fourteen years. He is also the composer of some songs, the most popular of which is "Quezon March," dedicated to President Manuel Quezon, the first President of the Philippine Commonwealth. Among his repetoire is also another march, "Paredes March," and a snappy "swing" fox-trot, "Lucky Number."

FLOOR SHOW

There was an exceptionally good floor-show in the dancing of Miss Jenny Querubin, entertainer and artiste, who gave a splendid rendition of Ginger Rogers' dance in a sailor costume in the show, "Follow the Fleet." She is a thorough exponent of the terpsichorean art, having danced in some of the biggest theatres in Manila, Honolulu, and Japan.

Among the prominent guests who were at the table of honour at the ball room were: Messrs. P. S. Chan, former secretary of the Army, Canton, C. T. Watt, secretary of the Customs in Kowloon, K. M. Ching, K. T. Law, P. L. Ip, T. Y. Pau and C. Yung.

Our attraction was naturally drawn to the three games of chance in another part of the main floor. There were large crowds around the roulette wheels, as well as the fantan and dice games.

Mr. Juan Jay, the manager, was ably assisted in his duties by the acting-manager and chief accountant, Mr. Francis Wu, and the floor-manager of the ball room, Mr. Wu Shiu Ching.

The nine departments comprise two cocktail bars, one of which is located close to the gaming tables, and the other in the ballroom, a soda-fountain; gambling, a Chinese and a foreign restaurant, machinery room, telephone connections to all the 155 rooms, and, of course, the guest rooms, including baths in all of them, steamed heat and air-conditioned.

Other forms of recreation were to be had in the billiard table on the main floor, and in the two tennis courts on the grounds.

PANAMA HIS HOME

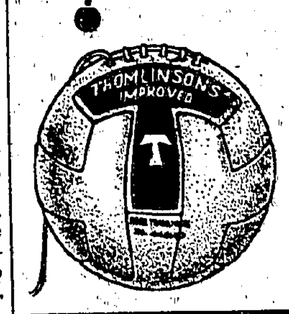
Mr. Juan Jay, calls Panama, in the Canal Zone, home, but he was graduated from the Chih Shien Middle School, and received his degree in Business Administration from the Fuh Tan College, in Shanghai in 1934.

Upon his graduation he entered into business with his father, and took on the management of the Shum Chun Hotel in April this year.

When we asked him if the rumour of the closing of the gambling in Shum Chun was true, he said, "We are in what is known as "special territory" here, and as long as there is gambling in Macao, we shall also have it here. Ninety per cent of our customers are from Hong Kong, and for their convenience, there will be another train added to the present schedule to enable them to enjoy their stay to the fullest.

Beginning from next Saturday, August 8, the last train from Shum Chun to Kowloon will leave at midnight. This is a most auspicious occasion for me, and the management, and I should like to extend a hearty welcome to the people of Hong Kong through the medium of your columns."

FOOTBALL!!!



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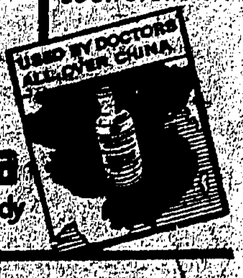

ADVERTISEMENTS.

HONG KONG TELEPHONE COMPANY, LTD.

NOTICE OF INTERIM DIVIDEND

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of FOUR per cent (4%) for the six months ended 30th June, 1936, amounting to FORTY cents per share on the Fully Paid Up Shares and TEN cents per share on the Partly Paid Up Shares of the Company will be paid on FRIDAY, the 7th AUGUST, 1936, on which date Dividend Warrants may be obtained on application at the Registered office of the Company, Exchange Building, 4th Floor

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 30th JULY, to FRIDAY, the 7th AUGUST, 1936, both days inclusive.

By Order of the Board of Directors,
W. L. McKENZIE,
Secretary.
Hong Kong, 8th July, 1936.
4558

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ended 30th June, 1936, will be payable on WEDNESDAY, 19th August, on which date Dividend Warrants may be obtained on application at the Company's Offices, 3, Chater Road.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Company will be closed from FRIDAY, 7th August, to TUESDAY, 18th August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.
O. EAGER,
Secretary.
Hong Kong, 31st July, 1936.
4596

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS

Notice is hereby given that an Interim Dividend of $2.00 per Share has been declared, for the half year ended 30th June, 1936, payable on Wednesday, 19th August, 1936, on which date Dividend Warrants may be obtained on application at the Office of the Company, Kowloon.

The Register of Shares of the Company will be closed from Monday, 10th August, to Tuesday, 18th August, both days inclusive.

By Order of the Board of Directors.
F. H. CRAPNELL,
Secretary.
Hong Kong, 30th July, 1936.
4593

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The Daily Press.

HONG KONG, AUGUST 4, 1936.

COTTON EXPORTS

Japan continues to increase her exporting lead over Lancashire in cotton piece goods. In the first six months of this year her exports exceeded those of Lancashire by nearly 400,000,000 yards. This is a greater lead than in the first half of last year, but it accompanies a smaller volume of trade. Japan's exports are nearly 4 per cent less than last year; Lancashire's however, are down by over 7 per cent. Whatever Lancashire's troubles may be, and they are patent enough, Japan is extremely vocal about hers. One of her cotton trade organisations has just calculated that of the 127 countries to which her cotton goods are exported seventy-six are discriminating against them — thirty-three by high tariffs and forty-three by quotas. The remaining fifty-one, which do not discriminate, are all, it is said, small. Doleful tales fill the papers of the failure of the trade mission to Latin America, which reported that for one reason or another most of the efforts to arrange barter terms of trade had come to little. Then there has come the squabble over United States imports and the petty trade war that has now broken out with Australia. What is, however, particularly worth study is the way in which Japan is responding to the trade barriers that are being imposed against her. Her export trade is being brought under much closer regulation. Thus next month it is hoped to put cotton exports under unified control—at present there are some twelve export associations. The central body will be financed by a levy on exports, which would provide a fund for compensation for "disadvantageous imports" taken "for the sake of trade reciprocity." To such lengths does the new trade diplomacy of bilateralism lead. But it may be doubted whether Japan can greatly extend her markets by these means in most of the countries which now object to taking her goods, although they may help her to retain her footing.

JAPANESE TRADE INJURED

Effects Of Smuggling

Tientsin, August 3.

With their business seriously injured by the practice of smuggling by their own nationals, the Japanese Mitsui Bussan Kaisha, Ltd., the Mitsubishi Shoji Kaisha, Ltd., and Ta Chong & Co. have decided to build factories in Tientsin to compete with the smuggled goods, according to Japanese reports.

It is reported that the business of the three leading Japanese companies have dropped from yen 1,300,000 per month to yen 200,000 a month recently due to the practice of smuggling.

The three companies are planning to build artificial silk, beer and piece goods factories.—*Union News.*

CHINESE LABOUR IN SAMOA

To Be Repatriated

Wellington, August 3.

The Government intends to repatriate all Chinese and other labour introduced into Samoa during the previous administration.—*Reuter.*

KWANGSI HEADS SUSPICIOUS

Meeting With The Generalissimo

HONG KONG SAFER VENUE

Nanking, August 3.

Evidently there is still hope of a peaceful settlement in the Nanking-Kwangsi imbroglio.

The Government has sent instructions to the Cantonese troops operating against the rebels in Western Kwangtung to remain on the defensive according to the Chinese press. Although they may resist if attacked, the loyalists are to do their best to avoid a conflict pending a political settlement of the trouble.

General Chiang Kai-shek is believed to have suggested that he should meet Generals Li Tsung-jen and Pei Chung-hsi at Whampoa to discuss issues outstanding between them and the Government, but they have made a counter-suggestion that the meeting should take place in Hong Kong.—*Reuter.*

(An earlier message appears on page 1).

JAPANESE POLICY IN CHINA

AN OBSERVER'S VIEW

Fleet Street, July 15.

The Union of Democratic Control held a meeting to-night at which Mr. George Taylor, for three years Professor of History at the Central Political Institute at Nanking, and Mr. Tai Hwa Lee spoke on the situation in China.

Mr. Lee emphasised the constancy of Japan's policy in China, which was simply to make herself the sole power in the country. It should be realised, he said, that this—as Japan well knew—was the moment for her to make another big effort towards fulfilling this policy, while the European countries were occupied with matters of pressing importance in Europe and while the United States was still endeavouring to solve her internal economic troubles.

Great Britain also should realise, he said, that in the event of a Russo-Japanese war the British Empire in the East would be in no less danger from a triumphant Japan than it would be from a victory for Soviet Russia.

Mr. Taylor said that what mattered most now was not a possible Russo-Japanese war but the real Anglo-Japanese war which was now taking place. He traced the last twenty years of Chinese history to show how Britain's almost monopolistic financial control had been undermined by Japan and how Britain was now making a desperate effort to hold on to this financial power, which was so important, since China relied on foreign banking to maintain and build her industries.

And now, he said, there was really war in China—shown by the fact that British trade in Eastern Manchuria had become impossible, and was hardly less impossible in Northern China, and that for the last two months dealings in Chinese bonds no longer took place in Shanghai, but in the better-protected Hong Kong. So, too, Japan had cleverly used the smuggling in Northern China as a weapon against British trade and Customs control.

Mr. Taylor agreed with Mr. Lee that China was the object of Japanese policy. But, he said, Britain was the enemy, and Japan was able to make too much use of the Nanking Government to let that Government collapse completely. Britain's policy was the doubtful element, but what was certain was that British policy in China would be clarified only when Britain had first made up its mind about Europe.

CHINA TREASURES

Shanghai, August 3.

The godowns constructed in Nanking to house art treasures will be completed on August 8, according to Mr. Ma Heng, Chairman of the Peiping Palace Museum who is visiting Tsingtao to attend a meeting of representatives of museums.

The treasures stored in Shanghai will be taken to Nanking in September and October.—*Union News.*

HOPEI-CHAHAR COUNCIL

Japanese Appointed As Adviser

Peiping, August 3.

Mr. Nishida, former Japanese Consul in Tientsin, arrived to-day to take up the position of adviser to the Hopei-Chahar Political Council. The appointment was recommended by the War and Foreign Offices in Tokyo.

Mr. Nishida has been conferring with General Tashiro, Japanese C.O.C. in North China and Tientsin regarding the general situation.

Mr. Nishida is also expected to be chief adviser to the Foreign Relations Commission of Consuls. He is a good Chinese scholar and was formerly connected with the Japanese Embassy in Peiping.—*Reuter.*

NORTH CHAHAR SITUATION

Peiping, August 3.

According to people from Suiyuan, the general situation in North Charhar and East Suiyuan is very bad. Large numbers of "Manchukuo" troops are stationed in the districts. All the bandits have been reorganized into regular armies by these "Manchukuo" military officers.

Japanese planes are flying to the districts every week. At Paotou, a Japanese special station has been recently organized.

A Japanese plane flies to Paotou from Tientsin regularly every week. The plane, after a short stay in Paotou, flies to Ninghsia and O-lar-shang League. The Japanese declare that the plane is used by the Japanese Special Service Department in Suiyuan.—*Union News.*

BRITAIN'S NEW FLEET

Sir Samuel Hoare's Declaration

"STRONG ENOUGH TO GO ANYWHERE"

London, July 12.

The Government's determination to strengthen the defence forces of the country was emphasised yesterday by Sir Samuel Hoare, First Lord of the Admiralty, in a speech at Southampton. The chief points were:—

"We have delayed so long in this rebuilding that we are now faced with the problem of building what virtually amounts to a new fleet.

"As our life depends upon free passage through the seven seas, the Fleet must be strong enough to go anywhere. It is our intention to have such a Fleet and to build it with the least possible delay.

"The rebuilding of the Navy is likely to confer great benefits upon many districts that have been most grievously smitten by the misfortunes of recent years.

"There can be no question of the air and naval powers being rivals or of the one being sacrificed to the other.

"The British Navy wants as much air power as we can develop.

"Air power has made what was once the most secure island in the world the most vulnerable society in Europe.

"For the first time in our history the heart of the Empire has become vulnerable.

"Such a state of insecurity cannot be allowed to endure.

"I care not from what quarter our security is challenged, our reply to the challenge must always be the same.

"It is on this account that we are proceeding with our great programme of air reinforcements.

"A contented country, a united Empire and a consistent policy of peace—these are the three objectives we are determined to achieve."

KHO SIN KIE WINS SINGLES MATCH

("Hong Kong Daily Press" Special)

Berlin, August 3.

The Chinese tennis star, Kho Sin-kie, won outstanding success at the international tennis tournament at Zoppot. After achieving a victory in the singles he entered the mixed doubles with Frau Kaeppel of Germany, and played against Ertel and Metaxa. Kie and Kaeppel were defeated 5-7, 3-6.—*Transocean News Service.*

LATEST RESULTS AT THE OLYMPIAD

Jesse Owens' Time Not Recognised

(SPECIAL OLYMPIC SERVICE—COPYRIGHT)

Berlin, August 3.

The new world record of 10.2 seconds, which was set by America's outstanding runner, Jesse Owens, during Sunday's quarter finals in the 100 metres event, was not recognised by the International A.A. Federation because it was established with the aid of a favourable wind.

The world record thus goes back to 10.3 seconds set by Tolan, of the United States in the last Olympiad.

NEW WEIGHT LIFTING RECORD

A new world record in weight lifting was set by Mohammed Mesbach (Egypt) during the competitions on Sunday afternoon. He increased the former world's record from 141 kilogrammes in a two-handed Continental clean and jerk to 145 kilogrammes.

Mesbach was also the Olympic victor in the lightweight weight-lifting class with a total score of 342.5, being followed by Fein (Austria) who achieved the same score but was heavier than the Egyptian.

The third place was won by a German, Jansen, with a score of 327.5.

OFFICIAL RATING

Germany was leading in the official rating of the nations at the end of the first day's competitions with 10 points, followed by Finland with 8 points, United States 6, Egypt 3, Austria 2 and Poland one. Three points were awarded for first, two for second and one for third.

TEAM FENCING

In the team fencing the Argentine, Great Britain, Germany, United States, Switzerland, Italy, Hungary, Yugoslavia, France, Austria, Czechoslovakia and Belgium advanced to the quarter-finals which begin on Monday evening.—*Transocean News Service.*

RAILWAY RECORD

Berlin, Aug. 3.

"An Olympic record" was also set on Sunday by the Berlin Metropolitan Railway which transported no less than 1,790,000 people. Despite the abnormally heavy traffic everything went without a hitch.—*Transocean News Service.*

THE TAYLOR CUP

VICTORY OF W. J. TUTT

London, July 15.

A silver challenge cup, memory of the late Brigadier-General A. H. M. Taylor, has been presented by his widow to Prince's Club, of which he was for years an enthusiastic and greatly valued member. This cup, given with the object of encouraging talent among the tennis professionals of the club, whose interests the General always had at heart, is to be played for annually by them under handicap, and the first competition has just been concluded.

There were four entries, W. J. Tutt, J. Dear, M. J. Fusco, and E. Bradshaw, of whom the first two were on the owe 30 mark, while Bradshaw, at the other end of the scale, received 30 and a bisque. The competition was played on the American system, each player opposing the other three in three sets, a point being awarded for each set won.

In spite of long odds given, the two back-markers reached the final match without the loss of a point, and a fine struggle was seen when they met. Tutt was in magnificent form, and his more heavily cut stroke proved of far more value than when the pair met recently at Lord's. Dear was kept on the defensive for the greater part of the match, and his attack on the winning openings was not so accurate as usual. The result was a win for Tutt by three sets to none (6—2, 6—2, 6-4), and the final placings were Tutt 9 points, Dear 6, Fusco 2, Bradshaw 1.

At the conclusion of the match Mrs. Taylor presented the cup and the monetary emoluments with which it is endowed to the victor and the other competitors.

OLYMPIC RECORD BROKEN

Throwing The Hammer

Berlin, Aug. 3.

The final of the hammer throw resulted as follows: Hein (Germany) 56.49 metres, Blask (Germany) 55.04. Both broke the Olympic record. Warngard (Sweden) 54.8.

* * *

The hundred metres final resulted as follows: Owens (United States), Metcalf (United States), Osendarp (Holland). Time: 10.3 seconds, equalling the world record.

* * *

Lee, the small competitor in the women's hundred metres heat was away first, but always running last. The heat winner was Walasiewicz (Poland). Time: 12.5 seconds.—*Reuter.*

DUKE & DUCHESS OF BRUNSWICK IN LONDON

PLEA AT DINNER FOR FRIENDSHIP

London, July 15.

The Duke and Duchess of Brunswick were the guests of the Anglo-German Fellowship at the Dorchester Hotel last night.

The Duchess is the only daughter of the ex-Kaiser, and the Duke's mother was the sister of Queen Alexandra.

At the dinner each table was decorated with the Union Jack and the German Swastika flag. The first two toasts were "The King" and "Der Fuhrer."

Major-Gen. Sir Frederick Maurice announced that both the Duke and the Duchess had accepted an invitation to become honorary members of the British Legion. They both wore Legion badges.

The Duke of Brunswick recalled that when his father died in 1923 King George wrote him a very kind letter, in which he expressed the view that friendship and understanding between the two nations would do away with the feeling that brought about 1914.

"When I visited King George in London," the Duke continued, "he expressed the opinion that if we would allow our children to live for a time in each other's countries that would do more than anything else to promote good relations between the people.

"My own children have been educated partly in England, and I hope that, so far as education is concerned, the result is not too bad." (Laughter.)

Germans of all classes deeply desired friendship with England, he added.

The Marquess of Lothian said that a very critical stage had been reached in the relations between the two countries, a stage at once full of hope and full of menace. He believed that the national feeling on both sides was for a return of co-operation.

Regarding the German colonial question, Lord Lothian said that he did not believe that the crude transfer of territory—for instance, from Britain to Germany—was practical politics at the moment, or that the problem could be solved by the restoration to Germany of the old German colonies. All the colonial nations must be willing to make their contribution to a transfer of territory.

NORTH CHINA PROBLEMS

Doihara To Visit Tientsin

Tientsin, August 3.

Lieut.-General K. Doihara, the Japanese Lawrence of Manchuria, will come to Tientsin at the end of this week to call on Lieut.-General Tashiro, Commander of Japanese Garrison in Tientsin and Major-General Matsumuro, Director of the Japanese Special Service Department in Peiping, according to well-informed Japanese circles.

In Peiping, General Doihara will call on General Sung Cheh-yuan, Chairman of the Hopei and Chahar Political Council, and other high Chinese officials.

It is further reported that General Doihara may stay in Tientsin and Peiping to assist the Japanese Garrison in Tientsin and the Japanese Kwangtung Army in Manchuria to solve the numerous North China problems.

Col. Nagami, Chief of Staff of the Japanese Garrison in Tientsin has been appointed Director of Japanese Special Service at Taiyuan.—*Union News.*

THE BEGINNINGS OF A POET

THOMAS CAMPBELL

London, July 13.

It is an odd circumstance, and one not very creditable to London, that its University, the centenary celebrations of which have now been launched, owes its existence to a Scottish poet. Thomas Campbell, who achieved fame at the age of twenty-one with his "Pleasures of Hope," was a graduate of Glasgow University. In 1803, after a visit to Germany, he settled in London, where he was welcomed by literary people and became on friendly terms with Byron and Moore. He had been much impressed by the fact that London was the only great city in Europe without its university. His native city of Glasgow had had one since 1451; he had seen at Bonn and elsewhere the magnificent university system of Germany, and it was at Bonn, in conversation with professors and others, that he conceived the idea of a London university. On his return from another visit to Germany in 1820 Campbell was appointed editor of the "New Monthly Magazine," and at once began to discuss his university project with his friends and contributors. He found them enthusiastic, and he wrote a letter to his friend and fellow-Scot, Lord Brougham—the only British statesman of those days devoted to the interests of national and general education. Campbell sent a copy of the letter to the "Times," and also began advocating his scheme in the "Monthly Magazine." He found widespread support, but also encountered many difficulties.

A CALVE'S-HEAD DINNER

At the end of the eighteenth century the English universities were the preserve of a privileged section of the community, identified with the Church and property in land. Campbell would have none of this, and neither would have none of this, and neither Brougham. They were both fired with the idea of a democratic university on the lines familiar to them in Scotland: a national democratic institution where a peer's son and a ploughman's son could sit side by side on the same classroom bench and complete for the same academic honours with equal chances of success. With the Oxford and Cambridge system they would have no dealings. And the fees were to be cheap. Campbell and Brougham were convinced that this could be done but their English supporters stood out for the Oxford and Cambridge idea. Then Brougham gave what is described as a "calve's-head dinner," at which everyone was pledged to support the Scotsmen's idea. In the end they won, and London University as we understand it to-day came into being.

It is still growing on a great eleven-acre site in Bloomsbury, and when the buildings are finished London will have the largest university in Europe. That will not be for another ten years, but Poet Campbell did not visualise anything so big when he wrote his letter to Brougham; nor did Brougham.

NATIONALISTS ADVANCING ON SAN SEBASTIAN

Move Against [illegible] In The North

DESPERATE FIGHTING AT OVIEDO

Changing Fortunes In Street Battles

("Hong Kong Daily Press" Special)

Hendaye, August 3.

The Nationalist troops are advancing from Pamplona on San Sebastian. They have, according to reliable messages, left the only road leading to that town, and are now marching over the mountains directly on San Sebastian.

It is reported that the artillery which had been placed in position with great difficulty on the mountains, with the help of mules, has already opened fire on the little towns of Renteria and Pasajes between San Sebastian and Irum at the frontier, the object being to isolate the Government forces stationed at Irum.

The Nationalist forces are said to be busy repairing the telegraphic and telephonic communications in the territory occupied by them, but no trains are as yet running. Auto-bus services, however, are now being operated between Vitoria, Burgos and Pamplona.—Transocean News Service.

MADRID FRONT QUIET

Paris, Aug. 3.

The situation in Spain remains unchanged on the whole according to latest reports which state that no action of any note has been taken on either side on the "Madrid" front on Sunday but that bitter fighting took place for the possession of Oviedo. Desperate hand to hand fighting between the insurgent troops and the miners battalions of the workers militia occurred in the streets of the town which passed alternately into the hands of the Government and the insurgents. It is still uncertain whether the city was finally captured by one party or the other since the fighting is still going on.

Both the Government and insurgent bombing planes were active on Sunday, airmen of the rebel general, Mola's army, bombing Barcelona and hitting a gasometer which exploded and set a number of houses on fire. The Government planes bombed Valladolid and Segovia and succeeded in hitting the rebel ammunition column.

The Catalan Government planes also made a bomb attack on Palmas, capital of the Balearic Islands, which is still in the hands of the insurgents. One hundred and eighty bombs were dropped causing a large number of casualties.—*Transocean News Service.*

AIR TRANSPORTS

Lisbon, Aug. 3.

A message from Tetuan states that the third Legion corps is ready to embark by air for the Spanish peninsula. It is reported that twelve Caproni three-engined planes and two Junker planes have been delivered to the insurgents.

The rebels claim that they have captured St. Amelia on the outskirts of Bajadoz which it was believed cannot hold out much longer.

GIRLS ARMED

Young girls of all classes armed with revolvers and swords are patrolling the streets and guarding the buildings at Valladolid.

The last column of troops to leave the town was composed of youths between the ages of 18 and 25 whose mothers followed, singing patriotic songs. Two hundred priests joined the column, changing their clerical garb for Fascist uniforms.

Fires are reported to have started among crops and plantations on the Portuguese border near Valencia and Alcantara.—*Reuter.*

TOLEDO BOMBARDED

Madrid, Aug. 3.

Following intensive bombardment, rebel forces in Toledo are reported to be in a desperate plight. Government artillery has cut off water supplies, while it is believed that food supplies are running short. The fall of Toledo is expected at any moment.—*Reuter.*

LAZAIDA CAPTURED

Barcelona, Aug. 3.

Government troops on the Aragon front have captured Lazaida.—*Reuter.*

GIBRALTAR ALL EXCITED

General Franco's Planes Bomb Warships

("Hong Kong Daily Press" Special)

Gibraltar, August 3.

An extraordinarily exciting scene was offered the inhabitants of Gibraltar when two military planes belonging to General Franco bombed two warships belonging to the Madrid Government just outside the port.

The ships returned the fire, but apparently neither side can claim victory, the planes finally returning to their base in Spanish Morocco.—*Transocean News Service.*

THREE-HOUR BATTLE

Gibraltar, August 3.

A battle lasting three hours was fought between the Government battleship Jaime Primeiro, the cruiser Libertad and a destroyer and the batteries of Tarifa and Ceuta on two sides of the Straits. The warships were not hit though shells exploded very close.—*Reuter.*

REFUGEES ARRIVE

Marseilles, Aug. 3.

Three French liners arrived with 740 refugees from Barcelona, Alicante and Valencia.—*Reute*

EMBASSY MOVED

Hendaye, Aug. 2.

The British Embassy, which recently had moved its headquarters to Zaurauz, which is about 200 kilometres from San Sebastian, has now been removed to Biarritz, which is on French Territory.—*Transocean News Service.*

HELP PROMISED

Paris, Aug. 2.

Marcel Bucard, French Fascist Leader, announced that he is prepared to form an expedition to go to the aid of the Spanish Nationalists.—*Transocean News Service.*

PLAYING FOR POSITION

London, Aug. 2.

Manoeuvring for position appears to be continuing on both sides in the Spanish civil war.

Government force are reported to have reached a point only five miles from Granada. Three columns of volunteers are said to have formed in Malaga district, and their leader, Colonel Asencio, hopes to induce the surrender of troops arriving from Morocco.

Activity in the Guadarrama Mountains, north of Madrid, is reported to be confined at present to aerial counter-attacks, in the course of which pine woods surrounding the rebels' key positions are said to have been set afire by incendiary bombs.

Insurgent prisoners captured in a skirmish on the Guadarrama-Escorial road, stated that the insurgent headquarters has been withdrawn four miles behind San Rael to Elestinar, where all available men are being collected.

Ricardo Samper, former Premier in Spain has been arrested at Valencia as he was about to leave by a French steamer.

BOMBS TO OUST THE REBELS

Cabrera Used As Air Base

FRENCH EMBASSY REMOVED

London, Aug. 3.

The situation in Spain appears to be in favour of the Government troops, while the rebels are showing signs of discouragement.

It is reported that the Government is determined to bomb Majorca in ousting the rebels. It is understood that the Government seized the island of Cabrera which will be used as a base for bombardment of Palma.

The French Embassy has removed to Adour which is just over the Spanish border in French territory.

Rebel forces are still holding the towns along the Portuguese border, but it is reported that Government forces are advancing from the north to dislodge them.—*Reuter's Bulletin Service.*

POPULAR FRONT EFFORTS

Restoring Order In Madrid And Barcelona

("Hong Kong Daily Press" Special)

Perpignan, Aug 2.

The Popular Front Government is now hard trying to restore order and to restrict the activities of the Left Wing extremists in Madrid as well as in Barcelona. Thus order has been given that all workers who are not members of the workers' militia, must resume work on Monday.

Reports from Barcelona state that the Spanish and Catalan flags are now gradually beginning to replace the Red and Black flags of the Communists and the Anarchists. Motor lorries with armed militia are now not seen so often and the mounted Republican Guards patrol the streets.

About 150 members of the workers' militia in Saragossa were deprived of their arms for plundering by the Government and sent back to Madrid on Saturday. It is estimated that the number of these killed in the recent action in Catalonia is about 600.—*Transocean News Service.*

Meanwhile, the Government troops in this region have been reinforced by 400 men.

Government volunteers to the number of 10,000 are reported to have arrived in Madrid by train from Valencia.—*Reuter.*

PLANES SIGHTED

Berlin, Aug. 2.

Five military aeroplanes, apparently French, were seen flying over Perpignan last evening, heading for the Spanish frontier, according to a message from Perpignan to a German news agency. —*Reuter.*

GERMAN WARSHIPS

Gibraltar, Aug. 2.

A German destroyer put into Algeciras to-day, but left soon afterwards, steaming in an easterly direction. It was earlier reported that the German visitor was a cruiser.—*Reuter.*

Berlin, Aug. 2.

Informed quarters here state that the German warships reported passing Gibraltar are presumably a cruiser and three destroyers sent from Germany on July 27 to protect German nationals in Spain.—*Reuter.*

CABINET MEETS IN MADRID

Factories Without Owners

NEW DECREES PASSED

("Hong Kong Daily Press" Special)

Madrid, Aug. 3.

The Government held the first Cabinet meeting on Sunday since its reorganisation and passed a number of new decrees, the most important of which was one declaring the factories which had been abandoned by their owners to be national property.

This decree legalised the confiscation of such factories already carried out by the workers' militia. The factory owners nevertheless have been given 48 hours in which to claim their property which then irrevocably passes into the hands of the State if they fail to do so.

Another decree cancels the pensions of all retired members of the Army and Navy if they are unable to bring immediate evidence proving they are in support of the Government.—*Transocean News Service.*

NON-INTERFERENCE IN SPAIN

French Appeal Under Consideration

London, August 3.

No official reply has been formulated to the French Government's appeal for a policy of non-interference in Spain's political affairs, but it is understood that the British Government is in entire agreement with Paris regarding the necessity for avoiding international complications.

It is learned that conversations on the points raised will be conducted through diplomatic channels.—*Reuter.*

FORMER PREMIER ARRESTED

Madrid Government Precautions

("Hong Kong Daily Press" Special)

Paris, August 3.

The Spanish ex-Premier Samper has been arrested on the orders of the Madrid Government in the port of Valencia just before embarking on board a French steamer. Samper has been placed on board a Spanish warship.

The exact motive for his arrest is not yet known. Samper himself is alleged to have declared that far reasons of health he is travelling to the Pyrenees, and that because of the troubled conditions in Spain he takes the route via France.—*Transocean News Service*

FLYING BOAT SEIZED

Machine Brought Down By Rebel Fire

("Hong Kong Daily Press" Special)

London, Aug. 2.

The Flying Boat "S. 12," which belongs to the Spanish Government, and which came down on British waters near Gibraltar, after being bombarded by rebel forces near Algericas, has been seized by the British authorities, according to reports here from The Rock.

The authorities had given the boat 24 hours to leave British waters, and therefore ordered the seizure when the boat, after the expired time limit had not left.—*Transocean News Service.*

CLOUD OF IONA DISASTER

Hope Abandoned For Occupants

London, Aug. 2.

All hope for the safety of the occupants of the vanished Jersey airliner has been abandoned following the finding of wreckage, identified as that of the lost machine.

No sign of the occupants of the plane has yet been found, though lifeboats, planes and steamers have assisted in the search.

The Cloud of Iona, that is the lost plane's name, was bound from Guernsey to Jersey with eight passengers aboard besides a crew of two.

The plane was last seen, apparently in difficulties, six miles north-east of Sark, on the evening of July 31, at about 7 o'clock. She should have arrived at her destination twenty minutes later.—*Reuter.*

THE RETURN OF MANDATED TERRITORIES

Not Feasible

MR. PIROW'S VIEWS

London, July 16.

Mr. Oswald Pirow, the South African Defence Minister, is reported to have declared on his arrival from England that the return of South-West Africa and Tanganyika to Germany was not feasible, but that he found influential support in the highest quarters in this country for giving Germany compensation somewhere in Africa.

This statement conflicts with a speech made by Mr. Pirow during his stay in London, when a gathering including many prominent people entertained him at the Hyde Park Hotel.

ECONOMIC UNITY

His address on that occasion may be described as a pro-Empire speech.

It is true Mr. Pirow said that economic issues bound South Africa to Britain, that the two countries were united on account of those issues, and that it would be folly not to recognise their importance.

But his speech was not pro-German. He showed clearly that he was first of all a South African, next for the Empire—for the Empire, that is, on economic basis.

GERMANY'S CLAIMS

Mr. Pirow said that Germany was entitled to a footing in Africa and that she should have a place on the west coast, not on the east.

He said that the territory that was formerly German South-West Africa is not an integral part of South Africa.

He declared that the farmers of South-West Africa undercut the South African farmers and produced nothing of advantage to the Union.

Mr. Pirow's speech showed that he was not opposed to ceding South-west Africa to Germany.

THE PROTECTORATES

He told his audience of South Africa's desire to take over the native protectorates in the near future, and said that if they were not given into her charge before long she would impose a duty against them such as would be damaging to their economic position.

He said further, that South Africa made no further claims to taking part in the administration of British territories. He thought that Northern and Southern Rhodesia, together with Nyasaland, should become a single self-governing unit, and that a second unit should be composed of Uganda, Tanganyika and Kenya, under the Colonial Office.

RHODES SCHOLARSHIPS FOR GERMANY

Nine British generals, two admirals, fifteen peers, the Bishop of Salisbury, and one member of the Cabinet, Lord Zetland, attended last night's dinner of the Anglo-German Fellowship in honour of the Duke and Duchess of Brunswick.

The speeches were long. Nordics do not excel as orators but Prince Bismarck revealed a command both of language and of humour which I had not previously suspected, writes a correspondent.

The most important event of the evening was the Duke of Brunswick's announcement that Herr Hitler has agreed to the establishment of special scholarships to enable British students to spend a year or two at a German university.

HAMBURG'S INITIATIVE

The scholarships will be on the same lines as the Rhodes scholarships for German at Oxford.

Details of the scheme have not yet been completed, but I have the Duke's authority for stating that the scholarships will begin this autumn.

Both the idea and the finance come from the Hanseatic merchants and a condition is that one scholarship at least shall be reserved for Hamburg University.

I suggest that the promoters should produce a book of hints on German university life for the English scholars on the same model as the privately printed book for German Rhodes Scholars in this country.

DEFENCE AGAINST AGGRESSION

PHILIPPINE ISLAND POSSIBILITIES

Former Army Chief Gives His Views

Manila, August 3.

"I have no hesitation in stating that had Ethiopia adopted an adequate system of military development ten years ago, the Italians would not be in Addis Ababa to-day," declared Field-Marshal McArthur, former Chief of Staff to the United States Army, addressing a group of Philippine army officers to-day.

Field-Marshal McArthur added that he believed his opinion will be substantiated by every General Staff in the world.

Field-Marshal McArthur emphasised the defensive possibilities of the Philippines, stressing in particular the isolation of the islands from all possible agressors who will find very great difficulty in landing an army in any part of the islands. Other factors included the mountainous formations and the fact that 60 per cent. of the national terrain consists of dense forests.

"I am certain that no chancellery in the world if it accepts the opinions of its military staffs would ever willingly attempt or wilfully attack the Philippines after the present ten-year national defence plan is completed," he said.

The speaker compared the Philippines to the United Kingdom which he declared owed the "freedom from invasion enjoyed throughout their modern history of many wars" to the English Channel.

He added that the British Navy was a powerful factor, but an "ocean obstacle" was more important.—*Reuter.*

GERMANY'S FORMER COLONIES

London Press View

("Hong Kong Daily Press" Special)

London, Aug. 2.

Writing on the question of a return to Germany of mandated territories, the "Sunday Despatch" states that there are many precedents to a return of Tanganyika that is former German East Africa, to Germany.

The paper states that for instance England returned Martinique to France three times, Quadaloupe even five times. Similarly Curacoa was handed back to France.—*Transocean News Service.*

ADDIS ABABA RAILWAY

Italy And France Reach Agreement

Addis Ababa, August 3.

Italy and France have reached agreement regarding the Djibouti-Addis Ababa railway which has been the cause of acute friction owing to question of payments of freight on the railway which is the main source of supplies to Addis Ababa.—*Reuter's Bulletin Service.*

RECENT ENCOUNTER

Addis Ababa, August 3.

The casualties in the recent encounter between the Italians and Ethiopians were a good deal heavier than reported from Rome.—*Reuter's Bulletin Service.*

BRITISH PLANES RELEASED

("Hong Kong Daily Press" Special)

Paris, Aug. 2.

The four British airplanes, which had been detained by the authorities in Bordeaux, and on the part of which the British Ambassador had made representations to the French Government, were released on Sunday morning. They proceeded back to England, where, according to messages here, they landed safely on Sunday night.—*Transocean News Service*

SPANISH GOLD FOR FRANCE

Bordeaux, August 3.

Gold to the value of £750,000 has flown from Spain to France in the last few days.—*Reuter.*

SPANISH REBEL TROOPS

Thirty Miles From Capital

("Hong Kong Daily Press" Special)

Paris, Aug. 2.

The troops of the Spanish insurgents are now only 30 miles from Madrid, according to the latest reports here, which add that the Southern Army of the rebels, with General Franco is now quite close to Albacete.

The new objective of the Southern Army is said to be Toledo. The majority of troops of the garrison of Valencia are sympathising with the rebels. The adherents of the Left have been keeping the barracks of Valencia under strict guard since the beginning of the Civil War, to prevent the troops from joining the rebels. It is extremely doubtful therefore whether the troops in Madrid can be reinforced from Valencia, as the Government has been demanding.

"Le Jour" reports that 13 Government planes were shot down by the insurgents during the fighting on Saturday. The broadcasting station at Sevilla, which is in the hands of the rebels, reports that troops have been transported from Morocco to Spain all Sunday long. The troops in question are destined to reinforce the rebel forces which are advancing on Madrid.

The Civil Governor of San Sebastian on the other hand claims that the rebel Army are unable to make headway anywhere.—*Transocean News Service.*

WAHIB PASHA EXPELLED

Order In Greece

("Hong Kong Daily Press" Special)

Athens, Aug 2

The Government has just ordered the expulsion from Greece of the former Turkish General, Wahib Pasha, who played a conspicuous role as military adviser to the Abyssinian Government.

The Premier, in announcing the expulsion order, emphatically denied that this order came to pass under heavy pressure of foreign Governments.—*Transocean News Service.*

NEW STAMPS NEXT YEAR

Coronation Issue In May Is Possible

London, July 13.

Specimen sets of the designs for the new King Edward VIII. postage stamps have been submitted to the King for his approval.

The first of the new issue is to be on sale to the public early in the new year.

Experts have been engaged for weeks in preparing drawings of the proposed new issues, and several new ideas have been incorporated.

It is possible that a special issue of Coronation stamps may be made in May, but no final decision has yet been reached.

ENGINEER-IN-CHIEF OF FLEET

London, August 3.

Engineer Rear-Admiral George Preece has been appointed Engineer-in-Chief of the Fleet with the rank of Engineer Vice-Admiral. —*Reuter.*

Britain's Olympic Team And Its Berlin Chances

(BY TRIPLE OLYMPIAD.

London July 13.

The athletic team which sails for Berlin on July 29, is without doubt the strongest combination that has ever represented Great Britain.

This does not by any means necessarily imply that we are bound to win, nor, indeed, do as well as in past Olympiads. The truth is that the standard of world athletics has been rising rapidly, and the competition in this year's Olympic Games is going to be terrific.

To say that any athlete has a good chance of being placed in the first three is as far, in my opinion, as it is permissible to go.

Certainly strong though the British team is, there is only a very small proportion of the athletes capable of doing better than reaching the final of their events.

OUR STRONGEST TEAM

Our strongest team in any event is, I imagine, in the 400 metres. A. G. K. Brown, G. L. Rampling or W. Roberts might any of them win —at their best.

S. C. Wooderson obviously must have a grand chance for the 1500 metres, which should suit him even better than the mile.

P. D. Ward's three miles on Saturday was magnificent, and he conveyed the impression that he had something in hand even though he did break Shrubb's native record. But he is a runner who expends a good deal of nervous energy, and so the preliminary heat may prove a stumbling block.

The 10,000 metres depends, I believe, mainly on whether W. E. Eaton can get back to his best. He himself expects to do so, and if he does, Finns or no Finns, he will take a lot of beating.

For the Marathon we have a lively trio—D. M. Robertson, A. J. Norris and E. Harper. How strong the opposition is one cannot tell, because conditions in other countries vary so much; but Robertson, I fancy, would have won if he had gone in 1932, and now he is stronger and in splendid condition.

FINLAY'S HANDICAP

D. O. Finlay is handicapped by being an inch or two short of the ideal height for high hurdling, but judging by his British record on Saturday he is in superb form, and though the Americans are highly formidable we must not be frightened by their times achieved under transatlantic conditions.

One of Great Britain's rosiest chances would seem to lie in the 4 x 400 metres relay. Brown, Rampling, Roberts, Wolff—a superquartet this, though much will depend on how the first three stand up to their gruelling efforts in the 400 metres scratch event.

THE TEAM

100 Metres.— C. B. Holmes (Manchester Univ. A. C.), A. Pennington (Oxford Univ. A.C.), A. W. Sweeney (Milocarian A.C.).

200 Metres.—C. B. Holmes, A. Pennington, A. W. Seeney.

400 Metres.—A. G. K. Brown (Achilles), G. L. Rampling (Milocarian A.C.), W. Roberts (Salford A.C.).

800 Metres.—F. R. Handley (Salford A.C.), B. F. McCabe (London A.C.), J. V. Powell (ondon A.C.).

1500 Metres.—J. F. Cornes (Archilles), R. Graham (Maryhill H., Scotland), S. C. Wooderson (Blackheath).

5000 Metres.—F. Close (Surrey A.C.), A. V. Reeve (Polytechnic H), P. D. Ward (Achilles).

10,000 Metres.—J. A. Burns (Elswick H.), W. E. Eaton (Salford H.), J. H. Potts (Saltwell H.).

Marathon.—E. Harper (Hallamshire H. and A.C.), A. J. Norris (Polytechnic H.), D. M. Robertson (Maryhill H., Scotland).

3000 Metres Steeplechase.—T. Evenson (Manchester A.C.), J. Ginty (Belgrave H.).

50,000 Metres Walk.—J. Hopkins (Lancashire W.C.), T. Lloyd Johnson (Leicester W.C.), H. H. Whitlock (Metropolitan W.C.)

400 Metres Relay (4 at 100 metres).—(From) A. G. K. Brown, D. O. Finlay (R.A.F.), C. B. Holmes, A. Pennington, W. Rangeley (Salford A.C.), A. W. Sweeney, J. St. L. Thornton (Achilles), C. A. Wiard (Blackheath H.).

1600 Metres Relay (4 at 400 metres).—(From) A. G. K. Brown, F. R. Handley, B. F. McCabe, A. Pennington, J. V. Powell, G. L. Rampling, W. Roberts, F. F. Wolff (London A.C.).

110 Metres Hurdles.—D. O. Finlay, A. G. Pilbrow (Achilles), J. St. L. Thornton.

400 Metres Hurdles.—J. Sheffield (Milocarian A.C.).

High Jump.—R. K. I. Kennedy (Cambridge Univ. A.C.), J. L. Newman (London A.C.), S. R. West (Polytechnic H.).

Long Jump.—E. Boyce (North Belfast H.), G. T. Traynor (Thames Valley H.).

Pole Vault.—F. R. Webster (Achilles).

Hop, Step and Jump.—E. Boyce.

Throwing the Discus.—B. L. Prendergast (St. Mary's Hosp. A.C.), L. Reavell-Carter (London A.C.)

Throwing the Hammer.—N. H. Drake (Sutton-in-Ashfield H.).

DOUBLE WIN FOR ST. LOUIS

PHILLIES ROUTED

New York, Aug. 2.

The following were the results of to-day's Major League Baseball encounters:—

NATIONAL LEAGUE

	R.	H.	E.
Pittsburgh	2	4	1
New York	3	9	1
Leiber and Jackson homered.			
Cincinnatti	4	10	1
Brooklyn	3	14	1
Cincinnatti	2	7	3
Brooklyn	5	12	0
Chicago	3	10	1
Boston	4	8	1
Chicago	2	8	1
Boston	3	5	2
St. Louis	13	18	2
J. Martin homered.			
Philadelphia	4	12	2
St. Louis	11	14	3
Philadelphia	3	16	1

AMERICAN LEAGUE

	R.	H.	E.
Boston	1	6	0
Chicago	9	16	0
Zeke Bonura homered			
Boston	11	22	1
Chicago	12	16	1
Twelve innings were played.			
New York	4	13	2
Cleveland	4	16	2
Sixteen innings were played, the game being abandoned as a tie due to darkness.			
Philadelphia	1	9	4
St. Louis	6	9	0
Carey and Bottomley homered.			
Philadelphia	1	13	0
Pinkie Higgins and Puccinelli hit home runs.			
St. Louis	3	12	3
West and Solters homered.			
Washington	5	11	0
Detroit	3	8	1
Goose Goslin homered.— *Reuter.*			

ENGLAND'S EASY WIN

Ireland Overwhelmed By 10 Matches To 1

England, who had led by five matches to one against Ireland at the close of play on Monday, won all the five matches played yesterday, in Dublin, and thus won by 10 matches to one.

One of the most interesting games yesterday was that in which C. E. Hare and F. H. D. Wilde, who recently put up such an excellent fight against the British Davis Cup pair, G. P. Hughes and C. R. D. Tuckey, in the final of the men's doubles at Wimbledon, met the Irish Davis Cup pair, G. L. Rogers and T. G. McVeagh. The English pair were always more thrustful and won well by 6-4, 6-4.

A good singles was seen between Hare and Rogers. The big Irishman played very well, but Hare's overhead work just turned the scale, and he won by 10-8, 7-5. Results:

Men's Singles.—C. E. Hare (E). bt G. L. Rogers, 10-8, 7-5.

Women's Singles.—Miss J. Saunders bt Miss H. Wallis, 6-1, 6-2.

Men's Doubles.—Hare and F. H. D. Wilde (E). bt Rogers and T. G. McVeagh, 6-4, 6-4; C. M. Jones and G. R. B. Meredith (E.) bt R. J. Sandys and C. A. Kemp, 6-2, 6-3.

Women's Doubles.—Miss Saunders and Miss S. G. Chuter (E.) bt Miss Wallis and Miss N. Stoker, 6-2, 6-2.

OLYMPIC GAMES RESULTS

Owens Explains His Success

("Hong Kong Daily Press" Special)

Berlin, Aug. 2.

Jesse Owens, the United States Olympic runner, who in the Stadium at the 100 metre feat created an immense sensation when he left all others behind, attaining the existing World record of 10.3 seconds, and making a still greater furore on Sunday afternoon in the quarter finals by establishing a new World record of 10.2 metres, declared literally in a conversation after the race.

"I hardly know how it happened. I suddenly seemed to possess wings. The whole cinder track is extraordinarily fast, the whole beautiful surrounding, where everything seemed in such a festive mood, seemed to light up flames in me, so that I ran my race, feeling that my body had lost all its weight.

The sporting enthusiasm of the German spectators made a great impression on me, above all the chivalrous attitude of the crowd.

Please tell every one that we are all overcome by the warmth of German hospitality."—

Transocean News Service.

WATCHED BY CROWD

Berlin, Aug. 2.

Herr Adolf Hitler and General Herman Goering were among the 100,000 attending the first day of the Olympic Games. It was notable for the fact that Jesse Owens, negro sprinter from Ohio University, equalled the world's official 100 metres record of 10.3 seconds in the first round heats.

Then he did the distance in 10.2 seconds in the second round. It is doubtful whether this record will be recognised as he was assisted by a following wind.

Owens won his heat by about eight yards.

Tilly Fleischer of Germany won the first Olympic title, reaching a distance of 48.18 metres in the women's javelin throw final, an Olympic record.

The British trio, Powell, McCabe and Handley, the first two members of the London Athletic Club, have entered the semi-final of the 800 metres.

Sweeney and Pennington have qualified for the semi-finals of the 100 metres.—

Reuter.

PUTTING THE SHOT

Berlin, Aug. 2.

Germany won her first victory when Woelke shot-put in the final a distance of 16.20 metres.

Finland occupied the first three places in the 10,000 metres race, the winner being Salminen, followed by Askola and Isohollo in that order.

Salminen, who won by a yard, returned the excellent time of 30 minutes 15 4/10 seconds. Isohollo finished five yards behind Askola.

For some reason not explained, Chia, the Chinese distance runner, did not compete in the 800 metres event.—

Reuter.

TEN THOUSAND METRES

Berlin, Aug. 2.

The second Olympic event decided on Sunday was the 10,000 metre race, where the triumph was gathered by Finland, since Salminen, Askola, Isoholla finished first, second and third in the order named, thus winning the gold, silver as well as the bronze Olympid Medal.

The winner's time was 30 minutes, 15.4 seconds, while Askola and Isoholla took 30 minutes, 20.2 seconds respectively.—

Transocean News Service.

SECOND GOLD MEDAL

Berlin, Aug. 2.

Germany won her second Olympic Gold medal on Sunday, when in shotputting, the third event decided on the opening day, Woelke, Germany was placed first with the magnificent throw of 16.20 metres.

Baerlund, Finland was second with a throw of 16.12 m., thus gaining the Silver Medal. The Bronze Medal went to another German, Stoeck, with a but of 15.66 m.—

Transocean News Service.

AMERICAN SUCCESSES

Berlin, Aug. 2.

The fourth and last event on Sunday was High Jump, which was won by Cornelius Cooper Johnsen, United States, with a jump of 2.03 metres.

The second and third places went likewise to the United States, the athletes Albritton and Thurber both reaching the two marks.—

Transocean News Service

ARMY WATER POLO

TABLE TO-DATE

	P.	W.	L.	D.	Pts.
8th Hvy. Bde. R.A.	4	3	1	0	6
5th A.A. Bde. R.A.	4	1	2	1	3
Royal Engineers	4	2	2	0	4
2/R.W. Fus.	3	0	1	2	2
2/E. Lan. R.	4	4	0	0	8
1/R.U.R.	3	1	1	1	3
Small Units	4	0	4	0	0

PREVIOUS ATTEMPTS

ATTACKS ON ROYALTIES RECALLED

London, July 16.

During the long reign of Queen Victoria there were five attempts on her Majesty's life, between the years 1840 and 1882.

The first was made at almost the same spot as to-day's. On June 10, 1840, the Queen and Prince Albert were driving up Constitution Hill in an open carriage when a crazy pot-boy called Oxford fired two pistols. The shots passed close to the Prince's head.

Oxford was arrested on the spot. In his lodgings was a book of the rules of a secret society called "Young England," whose members had taken an oath to carry swords and pistols and wear black masks.

Oxford feigned madness, and was acquitted on the ground of insanity. After forty years in Bedlam, where he seemed sane enough, he was sent to Australia and earned his living as a housepainter.

THE QUEEN'S CLEMENCY

Two years later there were two further attempts by a man called Francis and a hunchback called Bean.

Bean was really insane. After his attempt Parliament passed a Bill empowering judges to order flogging for those who molested the Queen.

The Act was never enforced. In 1850 a half-pay officer called Pate assaulted the Queen with a stick and in 1869 an Irish boy, O'Connor, presented a pistol at her Majesty in St. James's Park.

In both cases flogging was ordered, but this punishment was remitted at the request of the Queen, who sent O'Connor to Australia at her own expense.

TEMPTING THE ASSAILANT

Queen Victoria showed good courage at the time of the attempt by Francis.

She was returning to Buckingham Palace with the Prince Consort, when the Prince Consort saw a man step from a crowd under a tree and present a pistol full at him. The trigger snapped but the pistol misfired. The Queen, bowing to people on the other side, saw nothing. Even the footman at the back of the carriage noticed nothing amiss.

A few hours later the Queen and her Consort again drove out to give the man the opportunity of betraying himself to the police. The same man fired once more. This time the pistol went off, the shot passing under the carriage. Francis was caught, tried and deported.

BEATEN BY AN ETON BOY

The last attempt on the Queen's life was made at Windsor in 1882 by a man called Maclean, who fired at her as she was leaving the station.

His shot was diverted by an Eton schoolboy, who beat down Maclean's hand with an umbrella.

In her letters the Queen wrote that she was not nearly so frightened as she was at the time of O'Connor's attempt.

Maclean was also a madman and was relegated to Broadmoor.

SHOT FIRED AT KING EDWARD VII

The hand of the assassin was never raised against King Edward VII. either as King or as Prince of Wales in this country or in the Dominions. But on April 4, 1900, less than a year before he came to the throne, he was shot at while he was sitting in the train at Brussels railway station by Sipido, a young anarchist.

The Prince, as he then was, was in an armchair by the window and about to have lunch. The bullet splintered the window glass, but missed its intended victim by a few inches.

Sipido was at once seized. The first to plead for leniency was the Prince himself, who was unperturbed and lit a cigar immediately after the shot had been fired.

SCOTTISH LETTER

London, July 14.

Following the example of most of the leading Scottish clans, the Munros are now to have a clan association of their own.

A constitution is being drafted, and membership will be open to all who are related by name and blood to the Clan Munro.

Those belonging to its septs, or branches with a different surname, will also be eligible.

Many of the septs of Scottish clans originated after the rebellion of 1745, when a number of families with Highland patronymics adopted English surnames.

MORE SCOTTISH THAN THE SCOTS

Clan associations are particularly strong in the Dominions, where Munros, Macphersons, and Macdonalds are more Scottish than their kinsmen at home. The most distant of the Dominions, New Zealand, goes so far as to support a pro-Jacobite newspaper.

The moving spirit in the Clan Munro association is Capt. D. J. Munro, who was responsible in 1914 for making Scapa and the other Scottish naval bases submarine-proof.

The Munro tartan is distinctive. It is dominantly red, with a little green and yellow.

ST ANDREWS' SAILOR SONS

Although St. Andrews can no longer claim to be styled a seaport town, its sons carry on the old sea tradition. Wherever the "Old Red Duster" flies there you will find them. It is a remarkable fact that two St Andrews men are at the head of two of the largest steamship companies in the world. Captain W. Barclay Armit, R.N.R., is superintendent of the Canadian National Steamships Company at Montreal, and Captain Edmund Aikman is superintendent at Vancouver of the Canadian Pacific Steamships Company.

LINKS WITH THE SEA

Other St Andreans who have achieved distinction in the Mercantile Marine are Commander Louis Leask, of the P. and O. Line; Captain Robert Bennet, of the Clan Line; and Captain Alex. Crichton, lately retired, of the Blue Funnel Line. Mr. Gilmour Armit, a brother of Captain Armit, is well up in the engineering service of the Cunard Line.

AMERICA RETURNS TO SCOTCH

After the repeal of Prohibition there was some anxiety lest exporters of Scotch whisky might fail to recapture their pre-war trade in the United States.

Prohibition, it was said, had taught the Americans bad habits. They had grown accustomed to Bourbon and other local products.

The fears have now been allayed. Repeal has brought discrimination in America's table, and her return to Scotch has been triumphant.

Exports are now well ahead of the pre-war figure, and the estimate for the year 1936-1937 is 2,000,000 gallons, or approximately double the best pre-war year.

The benefit to Scotland has been considerable. Distilleries which three years ago were almost closed down are now working more or less full time.

CANADIAN PILGRIMAGE

Scotland will have many links with the great Canadian pilgrimage to Vimy Ridge on July 26 for the King's unveiling of the impressive Canadian National War Memorial. The leader of the 6300 pilgrims is Brigadier-General Alexander Ross, a Highland emigrant who "made good" in the West and became a distinguished K.C. General Ross, who had a brilliant record of service with the Dominion troops in France, arrived at the week-end with an advance guard engaged in the final preparations for Canada's reverent act of homage to her war dead. I hear that a surprisingly large proportion of the pilgrims are of Scottish extraction, and after the main ceremony in France they will visit the Scottish National War Memorial in Edinburgh and also the grave of Earl Haig at Dryburgh Abbey.

MILLION DOLLARS WORTH

The display of Mr Muirhead Bone's £100 book in a Glasgow shop recalls the sensation created by Dr Rosenbach, the bibliophile, in Boston some years ago. In his shop window he placed his first folio Shakespeares (five, I believe) along with a ticket—"For sale, 1,000,000 dollars." People gaped, and Dr Rosenbach sat inside in fear and trembling lest some rich man should take him at word.

HATES PARTING

Dr Rosenbach confesses that although he is a dealer he hates parting with them. His great ambition is to gain access to old English country houses and charter rooms in which, he says, he feels sure there are manuscripts and signatures worth hundreds of thousands of pounds.

FACTS ABOUT SCOTTISH HEALTH

That maternity mortality was some 50 per cent. higher in Scotland than in England was one of the startling revelations made in the debate on Scottish health in the House of Commons last night. The failure of efforts to cope with the tragedy was admitted, but it was stated that a Bill initiating a new attempt to solve the problem would be introduced on July 24.

It was also disclosed that the Scottish death rate was higher than that of any country in Northern Europe, and that infantile mortality in Glasgow was 22 per cent. worse than the average for the country.

Housing conditions were criticised and Sir Godfrey Collins, Secretary of State for Scotland, prophesied that at the present rate of progress in slum clearance in Scotland there would not be a slum left in five years' time.

FILM COUNTRY

Scotland is surely growing in popularity as a setting for screen stories. The screen version of John Buchan's "Thirty-Nine Steps," with its fine "shots" of the Forth Bridge and Highland scenery, has just been adjudged the best British film of 1935, and now a Hollywood drama of our native land is hailed by American of the international award for 1936. On July 30 this Californian reproduction of the Scottish scene will be screened when "Mary of Scotland" is first trade shown. Preliminary information regarding this study of the Queen of Scots is somewhat startling from the point of view of the student of Scottish history, for Bothwell is advertised as the hero for whose love a throne was gladly sacrificed.

PAW AT THE SEASIDE

"No, Jeannie, yer paw's no gaun tae mak' castles wi' ye the day. Ah'm gaun tae lie doon here an' sleep. An' dinna be comin' wi' yer, 'Whit's this, paw?' an' 'Whit's yon, paw! Lat yer paw alane a wee while!

"Hey, Frankie, you stap yer flingin' saun a' ower me. This is no' the only bit o' Rothesay beach they lat ye dig up.

"Noo, whit are ye howlin' fur? Gie him back his spade this verra meenit, Jeannie. Ey Ah git up tae ye, Ah'll sort ye.

"Ouch! Maw, tak' the bairn aff ma chest. Whit's that? She couldna' help it if Frankie pushed her? Ah'll—ah'll—oh, for goo'ness sake, Jeannie, whit's a' the greetin' fur noo? Naw, ye needna' try tae lift yer ice-cream cuppie aff the saun'.

"Look, Ah'll tell ye. You an' Frankie rin awa' an' git anither ane the piece. Aye, an' hae a ride on the powny whin yer there. Here's twa pennies each.

"Noo fur some pace an' quiet. Well, Ah'll be—there's the rain. Hey, maw pit the bairn in her pram quick. Frankie—Jeannie-coo-ee!"

M. T.

SCOTS SAYINGS OF THE WEEK

Scotland is the home of bowling. —Mr G. L. MacLean, Toronto.

Edinburgh . . . this beautiful and interesting city.—**The Sheikh of Bahrein.**

Canada is closely associated with Scotland by ties of history, kinship, and interest.—Dr Scott Dodd.

Burns is toasted by fervent Scots, few of whom have ever read his poems.—**The Archbishop of Canterbury.**

For too long have the Highlands and Islands given of her best brain and muscle as pioneers of Empire. —**Mr Lachlan Grant.**

Scotsmen and Scotswomen have played a conspicuous part in the history and progress of Canada.— **Lord Provost Gumley, Edinburgh.**

If there is one thing Scotland wants it is that our friends from England should visit us as much as possible.—**Sir John Sutherland.**

COTTON SLAVES IN AMERICA

2,000,000 IN EXISTENCE

London, July 16.

Nearly two million men and women in the United States are still living in conditions of slavery.

Recent violence and bloodshed have attracted the Government's attention to these people, who as "sharecroppers" in the Southern states, work ceaselessly in abject poverty.

Their class came into being before the Civil War, but the "abolition" of slavery made no difference to them. They are still the virtual slaves of the big cotton planters.

The "sharecroppers," negroes and whites, live on the big plantations, and are provided with land and farm implements and a drawing account of about thirty shillings a month at the plantation stores. In exchange, they have to give the plantation owners half their crop.

VERGE OF STARVATION

It has been revealed that the average "sharecropper" in the state of Arkansas makes an income of forty pounds a year. So when he pays his account at the store all his money is gone —and he is usually in debt.

Thus, "sharecroppers," their wives and families live in rags and on the verge of starvation. Efforts to better their conditions by forming unions for collective bargaining have met with bitter opposition.

Planters have endeavoured to break this movement by hiring assistants to mete out corporal punishment to dissatisfied "sharecroppers" and to attack anyone seeking to help them.

This is the explanation of reports of floggings and attacks that are constantly reaching the cities from these cotton areas.

President Roosevelt is known to sympathise with the "slaves" in their plight, and unless conditions improve there may, in the near future, be a small-scale civil war.

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JAPAN'S GREATEST SAILOR

The Nelson Of The East

"Togo, and the Rise of Japanese Sea Power." By Edwin A. Falk (Longmans 16s. net.)

(BY SIR ARCHIBALD HURD)

London, July 12.

What Horatio Nelson has been to the British peoples since the Battle of Trafalgar was fought and won in 1805, Heihachiro Togo, "Johnny Chinaman" as he was known to his shipmates on board H.M.S. Worcester in the early seventies, became to the Japanese after the battle of Tsushima in 1905. "Neither Trafalgar nor the defeat of the Spanish Armada was as complete—as overwhelming," Theodore Roosevelt wrote, in a characteristically exaggerated tribute at the time. Tsushima was, indeed, a great victory. It is small wonder that Togo was henceforth regarded by his fellow countrymen as the embodiment of sea power, which has been mainly instrumental in converting this formerly secluded island kingdom into the dominant Power of the Pacific Ocean. To-day it confronts the whole world in amazing strength, having denounced the Washington Naval Treaty and broken away from the League of Nations. When the admiral was a lad, Japan was content with primitive junks, which could not venture far outside her territorial waters, but by the time he died she become a naval power ranking with Britain and America; she was in advance of even France, Italy, and Germany, far outstripping historic maritime nations like Greece, Spain, and Portugal. The transition was spanned by the career of this Samurai sailor.

* * *

Togo was born on December 22, 1847, and was educated, first, by his mother and, afterwards by tutors, to look upon himself as a steward, whose highest duty it would be to serve his country when he grew up; and then he was sent to England. In spite of all the adventure, which came to him in peace and war in later years, and of the honours showered upon him, he remained to the end of his life unspoilt by his success, unaffected by all praise except that of his Emperor, an almost childlike figure in his loyalty, and yet indomitable in council and in action—stubborn as a mule when he had once made up his own mind. He was to the last a son of Japan. Though he lived so long in England, first on board the Worcester, and then at Cambridge, he never aped Western ways and, when he returned home, he was still an unsophisticated Japanese.

* * *

Light is thrown on this aspect of his character by Mr. Edwin Falk, in describing his marriage:

His bride was Kaieda Tetsu, daughter of a prominent Satsuman gentleman and elder sister of the future Viscount Kaieda Kokichi. Although she was a Kagoshima girl (where Togo came from), this marriage was not the fruition of any childhood attachment. Tetsu was only nineteen when she married, and, having been born in 1861, had been a mere child when Heihachiro left home. Furthermore, these nuptials did not consummate a love affair, because the serious matter of matrimony was not left to any such frivolous and emotional lottery. Indeed, the couple never saw each other before the ceremony at Kagoshima in February, 1881, at which, without priest or official or spoken vows, the Lieutenant Commander and the daughter of his neighbour solemnly took each other in calmly calculated wedlock.

This Satsuman Samurai, with aspirations towards a career in His Majesty's naval service, was expected to be above all a paragon of public respectability. Togo's marriage was unremarkably conventional. For him there was no tea-house romance, like Ito Hirobumi's, nor any sensational abduction of a fisherman's daughter sold into servitude, the Lochinvar method employed by Togo's otherwise conformist professional colleague and fellow-clansman, Yamamoto. Nor was there any other deviation, however slight, from the smooth course of true love as prescribed in the code of his class. When the time came to "settle down," Togo neither cast covetous eyes over palace walls nor allowed any stooping fascination seriously to lure him beneath his station.

* * *

The skeleton of Togo's career, and, in particular, his spectacular naval victory over the Russians at Tsushima, is fairly well-known, but in this volume Mr. Falk has not only clothed this skeleton, but set it up against background of the dramatic evolution of Japan as a first-class Power. The book is, indeed, a history of the emergence of Japan from her self-imposed seclusion, with Togo as the central hero. The work which Mr. Falk put into his task may be judged "from the fact that the bibliography fills fifteen pages, while the index—the hallmark of the good historian—occupies more than twice as many pages. Mr. Falk wrote this monograph for American and not British readers, and the British edition has a fervid foreword from the pen of Rear-Admiral Bradley A. Fiske. "If rightly understood, the book," he remarks, "will act as an inspiration to Americans. It will constitute an awful warning that no nation of self-indulgent individuals, even if rich and great as Russia was, can successfully compete with a nation of self-sacrificing individuals or long maintain in the world a place of respect and power." Those are words of application beyond the limits of the United States.

* * *

That the great Japanese seaman should have remained practically unknown to the world at large until he emerged dramatically as the Commander-in-Chief of the Japanese squadrons which opposed the Russians is not surprising in view of Mr. Falk's revelation of his long period of illness. He had no sooner got his feet on the ladder of promotion to the highest ranks than he had temporarily to abandon his career. When he was promoted to captain, he became so ill that it seemed as though he might never go to sea again. For three years he was, in the author's words, "on the side lines." But he refused to accept defeat. It was characteristic of this little, unconquerable man that he devoted his time to reading and study, and, in particular, to the study of international law, resolving to equip himself for any important crisis that might arise when, as squadron commander or captain of a ship on solitary duty, he came in contact with a foreign nation or its extra-territorial antennae. In later years, the Admiral enjoined upon the younger officers the mastery of that subject, always emphasising the possibility that a little point of international law carried under the uniform cap had saved many an officer, suddenly confronted by an emergency far from libraries or counsel, from making a blunder that would have been costly to his flag and fatal to himself.

* * *

Togo's life was a triumph of indomitability over circumstances. Character told in every crisis in his career; he was never unduly depressed by failure nor over much elated by success. He went on his way calmly and serenely. He was never flustered. Almost his last public utterance, spoken in 1932, at a moment of unrest in the Japanese Navy, was characteristic of the man. "All the officers in the Imperial Navy must be prudent in speech and action." Togo was the very antithesis to the fire-eating dare-devil admiral of romance, and when he died, he left Japan a rich legacy of memories. The record of the uprising of Japanese sea power may be said to have begun 300 years ago with the romantic handyman, Bill Adams, of Gillingham on the Medway, and it reached its apotheosis in the silent and competent staff officer, competent administrator, and scientific sea commander, Heihachiro Togo.

Hostess of Public Ball (to lady wearing great array of jewelry): "You would prefer to dance with the detective, I feel sure."

CASE NOT PROVED

COUNTERFEIT COINS POSSESSION

"I don't think the evidence in this case is sufficient to sustain conviction. There is no evidence of uttering and defendant is charged with possession with intent to utter. He is therefore discharged," remarked Mr. Himsworth at the Kowloon Magistracy yesterday morning when Ip Lau, a duck breeder, appeared on a remand charge of the possession of ten counterfeit Hong Kong ten cents pieces at the Sham Shui Po Ferry wharf.

Det.-Sergt. J. M. Forrest prosecuted.

A Shantung Constable gave evidence of stopping and searching defendant at 4 p.m. on July 31 at the ferry wharf. In his right hand lower jacket pocket was found a parcel containing the counterfeit coins. At the station a further two dollars odd of good money was also found.

Defendant told his Worship that he knew the coins were bad and that was why he separated them.

Sergt. Forrest said that accused was a duck breeder in a small village.

The Magistrate then remarked that it was quite likely that the bad money had been accumulated during the ordinary course of business.

Sergt. Forrest remarked that it was suspicious that accused should trouble to separate the coins. He should have attempted to get rid of them immediately.

The Magistrate, in reply, stated that he knew a number of people who did not get rid of bad money immediately. It was not natural for a person to throw a bad coin away. He in fact knew a treasurer of a certain Church in the Colony that collected a large quantity of counterfeit coins which were not got rid off at once.

KING AS DUKE OF LANCASTER

Riviera Holiday Without State

Nice July, 14.

King Edward's forthcoming holiday on the Riviera, where he is expected to stay about a month, is to be spent incognito.

Sir George Clerk, British Ambassador to France, who has been here to settle the final details of the visit, which his Majesty will make under the name of the Duke of Lancaster, has impressed on the authorities the need for the King's wishes in this matter being strictly respected.

From the moment the King takes leave of M. Lebrun, the President of the French Republic, following the unveiling of the Canadian Memorial at Vimy Ridge on July 26, he becomes a private individual for the duration of his holiday. The Duke of Lancaster, as he then will be, will travel direct to Cannes, where he will stay at the Chateau de l'Horizon.

NO RECEPTIONS

A special train will be placed at his disposal, but nowhere along the route or upon arrival will there be any receptions or presentations of any kind.

M. Nouveau, Major of Cannes, has given Sir George Clerk the most positive assurances that no curious spectators will be permitted to spoil the King's holiday.

The strikes at Cannes are now practically all settled. The anxiety lest anything shall occur Royal visit has not been without effect in influencing the parties to compose their differences.

The workers are as keen as anyone else that nothing shall occur which will detract from the pleasure of the Duke of Lancaster's stay. Out of deference to him, the strikers at a horticulturist's establishment which faces the Chateau de l'Horizon have removed a red flag which they had hoisted.

It is stated during his Riviera holiday the Duke of Lancaster will pay a visit to Corsica, either on board the Royal yacht Victoria and Albert or on board the yacht of the Admiral commanding the Mediterranean Fleet, Admi. Sir Dudley Pound.

The King will return to England at the end of August. At the beginning of September he will go to Balmoral for a short holiday.

GUESTS STAYING AT PENINSULA HOTEL

Major and Mrs. L. L. A. Alston, Mrs. N. Archbold, Mr. R. Abbott, Miss E. Abbott, Mr. J. Audsley, Mrs. Ahern, Mr. Ahern, Mr. Abbie.

Mr. C. A. Blum, Miss P. W. Brown, Mrs. N. N. Bulm, Mr. R. W. Beall, Mrs. Balgent, Mr. G. B. Butler, Mr. C. T. Barr, Mr. and Mrs. S. K. Barnes, Lt.-Col. J. C. Brewer, Mr. C. L. Blackton, Mrs. C. L. Bozarth, Miss Boag, Mrs. B. Brooks, Mr. and Mrs. Blatch, Mrs. and Miss Barker, Mr. and Mrs. Baird.

Mr. and Mrs. Carpenter, Mr. F. Chichester, Mrs. J. F. Clarke, Mr. and Mrs. Colquhoun, Miss Cox, Miss Collard, Mr. Carlson, Mr. Cope, Mr. Croke, Miss M. Cain, Miss E. Cain.

Miss P. Dimond, Capt. and Mrs. Duckworth, Mr. R. Former, Mr. and Mrs. C. H. Day, Mr. Dautartchenko, Miss Dudfield, Mr. and Mrs. Dimlow.

Mr. F. A. M. Elliott, Mr. W. F. Edge, Mrs. Ellis, Mr. W. S. Elliott.

Miss K. Finnerty, Mrs. Fogg, Miss V. Flowers, Miss A. C. Freidrick, Mr. and Mrs. W. N. Fleming.

Mrs. M. Gill, Mr. F. Gynther Mrs. Gray, Mr. T. M. Gregory, Lt. C. H. George, Col. F. E. Gowan, Major S. C. Grune, Mr. C. P. Grandgerard.

Mr. O. P. Hsieh, Mr. M. Hermoso, Mr. F. D. Herrish, Mr. S. P. Healey, Mr. and Mrs. C. M. Hall, Mr. E. Haussmann, Mr. E. L. Hosie, Mr. T. M. Hazlerigg, Mr. E. R. Heather, Mrs. D. Harvey, Capt. and Mrs. Hopkinson, Mr. W. Hooper, Miss Heap, Mrs. Hamilton, Mr. Harris, Mr. and Mrs. Howard.

Col. and Mrs. Crawford Jones, Major H. H. Joseph.

Mr. G. H. Kitendaugh, Miss E. Kelly, Col. E. St. G. Kirke, Mr. L. Kadoorie, Mrs. A. Keys, Mr. Klumpp, Mr. and Master Kerr, Mrs. Kesting.

Mrs. J. H. Lock, Mr. and Mrs. Lenehan.

Miss Moosa, Dr. and Mrs. Maxwell and family, Miss Maxwell, Miss L. Mackenzie, Lt.-Col. H. L. Murrow, Mr. and Mrs. C. W. N. McGowan, Mr. H. G. McNeary, Col. A. C. Marsh, Mr. R. L. Moncrieff, Major and Mrs. Morrison, Mr. D. Miller, Ft. Lt. and Mrs. A. J. R. Moss and family, Mrs. Murphy.

Mr. T. Newton, Mr. T. Newman.

Mr. and Mrs. G. B. Ott, Miss A. J. Onians.

Mr. R. Petri, Mr. G. Pax, Mr. W. G. Pirie, Mrs. N. Pax, Mr. R. Pax, Mrs. R. U. Price, Mr. H. Parker.

Mr. and Mrs. G. O. Rockholtz, Lt.-Col. and Mrs. Reid, Mr. J. Rodger, Mr. and Mrs. Ronalds, Mr. H. Rummins, Miss Rule.

Mr. H. Schilling, Mr. and Mrs. Spalinger, Mr. E. Grant Smith, Dr. and Mrs. Skinn, Miss Skinn, Mrs. and Miss Stainfield, Major B. Shannon, Major and Mrs. Stevens, Mr. R. S. Sherman, Mr. J. Shoemaker, Mr. Simpson, Mr. Sadler, Mr. J. Sutherland, Mr. Stirratt, Mr. Shaw, Mr. and Mrs. Symmons.

Mr. J. Thomson, Dr. Tyrer, Mr. W. Turnbull, Mrs. Tyrer, Mr. Tapper, Mr. Taylor, Miss Tait, Mr. C. Turner.

Mr. and Mrs. O. Vagnone.

Mr. W. O. Wortham, Mr. C. A. Wilcox, Mr. Wm. Wright, Mr. T. B. Wilson, Miss J. O. Bigg Withers, Mr. Wilkinson, Mrs. Williams, Mr. Wsard, Mr. Wallace, Miss O. Wicks.

THREE ATTEMPTED SUICIDES

CASES FOR THE HOSPITAL

Among the many cases admitted to the Government Civil Hospital yesterday were three attempted suicides.

An unknown Chinese male was admitted in an unconcious condition with head injuries which he received in an attempt to commit suicide by jumping off the varendah of the Tung Wah Hospital.

Mok Kai, aged 30, living at No. 96, Queen's Road East attempted to commit suicide by drinking a bottle of perfume.

Fok Fai Tam, 27, took lysol in an attempt to take his own life. He was living at No. 8, King Wo Road.

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Gordon's GIN

you *know* what you're drinking

NO COLOURING MATTER
NO INJURIOUS INGREDIENTS

9

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange — Sharebrokers' Association

Buyers	Sellers	Sales	Nominal	SATURDAY, AUGUST 1.	Buyers	Sellers	Sales	Nominal
				Banks				
...	cum	div.	$1,580	H.K. Banks	...	...	OD	$,580
...	ex	div.	£99	Do. (London) ...	...	...	...	£99
...	...	..	£14½	Chartered Banks ...	...	...	...	£14½
...	...	...	£31	Mercantile Bks. "A"	...	...	...	£31
...	...	...	£14	Do. "C"	...	...	...	£14
...	...	...	$73	Bank of East Asia...	...	...	...	$73½
...	...	...	---	N. C. & S. Banks ...	...	...	...	$3½
				Insurances				
...	...	...	$260	Canton Insurance ..	...	...	...	$255
$647½	...	...	...	Union Insurance ...	...	...	...	$545
...	...	..	$1	Underwriters	...	...	...	90 cts
...	...	..	$462	China Fires	...	...	...	$457
...	...	..	$250	H.K. Fires	...	.	...	$250
...	...	...	$3½	International Asscs. S.	...	...	...	..
				Shipping				
...	...	...	$36	Douglases	...	...	...	35
...	...	..	$3½	Steamboats	...	..	..	$4
...	...	...	$30	Indos (pref.)	...	...	..	$30
...	...	..	$20	Do. (def.)	...	..	..	$20
.	...	..	101/3	Shells	...	.	..	101/3
...	...	...	$12	Waterboats	...	..	.	$12.20
				Mining				
...	..	...	24 cts.	Balatocs	...	..	...	..
...	...	..	...	Gold River	...	..	..	6 cts.
...	...	...		Gold Creek	...	..	...	13 cts.
...	...	...	12 cts.	Salacots	...	..	..	12 cts.
...	...	...	10/-	Kailans	...	..	...	11/3
...	...	...	$5	Langkats (single) S.	...	...	...	$5
..	..	...	$3	Explorations ..... S.	...	.	x d	$2.55
...	...	..	$3	Shanghai Loans S.	...	...	...	$2.30
...	...	...	...	Raubs	$11.60	...	...	...
$4½	$11.80	$11.60	...	Venezuela Gold Flds.	...	...	...	½
				Docks, Wharves, Godowns, etc.				
...	...	...	$98	H.K. & K. Wharves.	...	...	..	$98
...	...	...	...	Do. (old)	...	...	..	
...	...	...	...	Do. (new) ...	...	...	...	...
$1.45	$1.55	$1½	...	Providents (old) ...	$1½	...	$1.55	
...	...	...	20 cts.	Do. (new)	...	...	..	15 cts
...	$15	..	...	H.K. & W. Docks	...	..	..	$15½
...	...	...		S. China Motors 'A'	...	..	..	
...	...	...	$85	Shanghai Docks S.	...	..	...	$105
...	...	...	$4	New Engineerings S.	...	..	..	$5
...	...	...	$185	Hongkews ..... S.	...	..	..	...
				Lands, Hotels, and Buildings				
...	...	...	$5.10	H.K. Hotels	$4.95	..	..	...
...	...	..	$33½	H.K Lands.....S.	$33½	CD	..	...
$105	...	...	..	Do. 4% Debentures	...	...	..	$105
...	...	...	$13	Shanghai Lands...S.	...	...	..	...
...	...	...	$16	Metropolitan Lands..	...	...	..	...
..	..	...	34½	H.K. Realties.....	$4.30	...	..	...
...	...	...	$4	China Do .....S.	...	...	..	...
...	..	...	$60	Do. Debentures S.	...	...	...	...
...	...	$8.95	...	Humphreys	...	...	...	$8½
...	...	...	$80	Chinese Estates.....	...	...	...	..
				Cotton Mills				
...	...	...	$8	Ewos .....S.	...	..	..	18½
...	...	...	$70	S'hai Cottons(old)S.	...	...	...	$74
...	...	...	$39½	Do. (new)S.	...	...	...	$39½
...	...	...	$18	Zoong Sings .....S.	...	...	...	$14
...	...	...	$25	Wing On Textiles(S.)	...	...	...	$26
				Public Utilities				
$11.80	..	11.45	11.8	Tramways	$11.65	...	..	
...	...	..	$6½	Peak Trams (old) ...	..	...	..	15½
...	...	...	$2½	Do. (new)...	...	...	...	9½
...	...	...	$90	Star Ferries	...	...	...	$89
$20	...	...	...	Yaumati Ferries ...	$20	...	...	
$11.70	..	$11.60	...	China Lights (old) ..	$11.60	$11.80	...	
$8½	..	$8½	...	Do. (new)...	...	...	...	$9½
$52½	..	...	...	H.K. Electrics	$52	..	52½	...
...	..	...	$20	Macao do.	...	...	...	...
...	..	...	$8.30	Sandakan Lights ...	...	...	..	
$20½	...	...	...	Telephones (old) ...	$26.65	...	...	$8.80
$8½	...	...	...	Do. (new)...	...	...	...	
...	...	...	$11½	China Buses .....S.	...	...	...	32/-
...	...	...	29/-	Tractions	...	...	...	
...	...	...	28/-	Do. (pref.).....	...	...	...	...
				Industrials				
$9½	...	...	...	Malabon Sugars ...	...	...	...	...
...	...	...	$19½	Caldbeck, (ord.) S.	...	...	...	...
...	...	...	$15	Macgregors (pref.)S.	...	...	...	
			$2	Canton Ices	...	...	...	$1½
...	...	...	...	Cements	...	...	...	$9.60
$3.60	...	$9.60	...	Ropes	...	...	..	$3.60
...	...	...	$3½					
				Miscellaneous				
$20½	...	...	..	Dairy Farms	$20.80	..	..	...
...	...	...	...	Amusements	...	...	...	...
...	...	...	$2.80	Ch. Etainments.....	...	...	...	$3
...	...	...	$1½	Constructions, (old)		...	...	$1½
30 cts.	...	...	...	Do. (new)	...	...	...	30 cts.
...	...	...	$8½	Lane Crawfords.....	...	...	...	$5.90
...	...	...	$5	Mackintoshs	...	...	...	
...	...	...	...	Nanyang Tobacco...	...	...	...	$3.60
...	...	...	$3	Sinceres	...	...	...	$3
...	...	...	$3.60	Watsons	...	...	...	$3.60
...	...	...	40 cts.	Wm. Powells	...	...	...	50 cts.
...	...	...	$2	M. Greyhounds	...	...	...	...
...	...	...	$1.35	S. C. Enterprises ...	...	...	...	$1
...	...	...	91%	Ch.G. 5% 1925 G.3 Bds.	...	...	...	91%
				H.K. Govt. 4% Loans	...	...	...	$108½
8%	prem.	...		Do. 3½%	$100	...	...	...
par	...	...	...	Wallace Harper	...	...	...	...
...	...	...	£4	H.K Wing On	...	..	...	$45
...	....	...	$50	S'hai Do.	...	...	...	$55
...	...	...	...	Vibro Piling	...	...	...	$2
...	...	..	$2					

£19,652,700 MORE FOR DEFENCE

Sixteen Ships For The Navy

AIR FORCE NEEDS OF £11,700,000

London, July 10.

Four Supplementary Estimates for the Fighting Forces, totalling £19,652,700, needed to carry out the speeding-up of the Government defence programme, were issued yesterday.

The four Estimates are:

Navy	£1,059,000
Army	£6,600,000
Air Services	£11,700,000
R. Ordnance Factories	£293,700

With these Supplementary Estimates added, the net Estimates for the three fighting Services for the financial year now stand at:

Navy	£81,289,000
Army	£55,881,000
Air Services	£50,700,000
Total	£187,870,000

Allowing for a "supplementary" of £10,300,000 for the Navy, issued previously, the demand for the fighting services has been increased by £29,952,700 since the Budget was introduced. The Budget made provision for £25,600,000 for defence and civil supplementary estimates.

£11,015,000 COST OF NEW SHIPS

Four Submarines

Sir Samuel Hoare, First Lord of the Admiralty, in a memorandum accompanying the Navy supplementary estimate, refers to the need to proceed with new construction at a more rapid rate. He writes:

"Since the presentation of the Supplementary Navy Estimate, which provided for a first instalment of the new construction to implement these plans [outlined in the Government White Paper on Defence on March 3], further consideration has been given to the amount of new construction which it is possible to undertake and also to the rate at which ships laid down can be completed.

As a result of this further consideration, it is proposed to add to the programme for 1936 the following ships:

Two cruisers (about 5,000 tons), making seven cruisers in all.

One leader and eight destroyers, making 18 vessels in all.

One aircraft carrier, making two in all.

Four submarines (three patrol type and one of a smaller type), making eight submarines in all.

"The total cost of these additions to the programme is estimated to be £11,015,000, and the expenditure in the current financial year £150,000.

"In addition, it has been found possible to accelerate certain ships of the existing programme and to make earlier provision for certain material at an estimated additional cost of £759,000. Provision is also made under two new subheads for £150,000 for extensions of plant and works for the manufacture of armour, guns, etc., at contractors' works."

The largest individual item shown in the votes is £540,000 for armour for the ships, while an extra £116,300 is provided for the hulls.

REMEDYING THE DEFICIENCIES

Abyssinia & Palestine

The Army Council adds a note of explanation to the Supplementary Estimate for the Army.

It states that the Estimate provides for additional charges to Army votes, not provided for in the Estimates of the year, for remedying deficiencies of the Army referred to in the statement relating to defence; special measures taken in connection with the Italo-Abyssinian dispute, including costs of maintaining troops away from their normal stations, and the present Palestine emergency.

Under the deficiencies programme provision £1,000,000 is included in respect of machine tools for the manufacture of warlike stores elsewhere than at the Royal Ordnance factories and £75,000 for works and land other than Royal Ordnance factories.

The additional charges and appropriations are:

	Gross total	Appropriations in aid	Net total
	£	£	£
Deficiencies programme	5,641,000	27,000	5,614,000
Special measures taken in connection with the Italo-Abyssinian dispute	1,275,000	23,000	1,252,000
Present Palestine emergency	45,000	50,000	5,000
	6,961,000	100,000	6,861,000

£4,920,000 FOR AEROPLANES

Reserve Of Pilots

Some of the largest increases provided for in the Air Services Supplementary Estimate are:

Aeroplanes and spares ...	£4,920,000
Armament and ammunition	1,364,000
Mechanical and other transport	577,000
Petrol and oil	513,000
Electrical stores	648,000
Works, buildings and lands	1,250,000

The proposals include new home stations at Linton, Yorks, Thistleton, Rutland, Honington, Suffolk, and Swanton Morley, Norfolk, each to accommodate two squadrons.

The Air Council, in an appended explanation, states that the scheme outlined in the White Paper contemplated an increase in the Royal Air Force to bring the strength of first-line aircraft at home to approximately 1,750, exclusive of the Fleet Air Arm, which also will be substantially increased during the present and subsequent years. The present number of overseas units—25 squadrons with a strength of approximately 270 first-line aircraft—will be increased by 12 squadrons by 1939.

The estimate includes provision for the pay, maintenance, and training not only of the additional personnel required for regular formations, but also of additional reserve pilots whom it is hope to enter during the course of the year.

Provision is made for an additional £8,055,000 for payments likely to mature before March 31 next, as a result of the placing of long-term orders for large numbers of airframes and engines, and for ancillary equipment and stores.

Progress in the contruction of stations already approved by Parliament is exceeding expectations. A considerable part of the £2,750,000 asked for under works, buildings, and lands is due to that cause.

Additional money is required also for storage accommodation for the new aircraft.

The estimate includes provision for the first steps in the scheme to extend the field of supply of equipment by the erection of factories which will be used for the manufacture of aircraft during the period of expansion (in supplement to the output of the aircraft industry). They will be available thereafter as a reserve source of supply in time of war.

LORDS REFORM

SUBJECT OF LEGISLATION

London, July 24.

The Peers and M.P.s who asked the Prime Minister last night to make House of Lords reform the subject of legislation during the present Parliament were disappointed at the completely non-committal character of Mr. Baldwin's reply, writes a correspondent.

They had hoped at least for a qualified promise of consideration. They came away with the feeling that they had to draw their inferences as to future possibilities from the tone of Mr. Baldwin's voice. The inference was that there will be no Government bill for a long time.

THE NEXT MOVE

The movement within the Conservative Party for reform will not die down.

The influential committee of peers and M.P.s who have been urging for some years that the existence of a National Government provides a first-class opportunity for action will wait until Parliament reassembles in the autumn before deciding their course.

I understand that a large number of M.P.s will be invited to ballot for the introduction of a private member's Bill next session. By this means they will secure debates in Parliament and attempt to force the issue on the Government.

The question will also be raised again at the Conservative Party conference in October.

LONDON NOTES

SILENCING THE TUBES

London, July 15.

A piece of research work that has been taxing engineering skill for nearly a score of years—the silencing of London's underground railways—appears to be on the point of solution. Meanwhile, tests are being continued on one section of the tube system, where the tunnel has been lined with asbestos sheets and welded rails of softer steel introduced. A Transport Board official tells me that the engineering experts on the job are confident of evolving a permanent sound-proof system that can be applied to every section of the underground railway. He estimates that it will take five years to silence the whole system, as work can only be done during the early morning hour when the services are suspended, writes a correspondent.

BRIGHTER DOWNING STREET

Visitors to London who make a special call at Downing Street to gaze at the famous No. 10 are invariably disappointed. The official residence of the Prime Minister is by no means an inspiring building, its very drabness coming almost as a shock on first view. As announced to-day, however, provision to the extent of £2,350 has been made for some reconstruction work, which will not only extend the accommodation for the clerical staff, but will result in the frontage of No 10 being beautified. I understand that the plan is to remove the existing ugly railings and to lay out a grass verge enclosed by a low wall. This will stretch from the Whitehall end of No. 10 along the front of No. 11, where the Chancellor of the Exchequer lives, and up to No 12, which is used as offices by the Government Whips. The plans have the approval of the Royal Fine Arts Commission, and when executed should make Downing Street at least a little brighter than it is at present.

NEW CARNATIONS

Among the hundreds of colours seen at to-day's show of carnations and picotees in the Horticultural Hall mauves and purples predominated, there being variations of these shades on almost every stand. I noticed that all this year's novelties, with one attractive exception—a mid-yellow fringed with a narrow band of red—emphasised the demand for these tones, a demand that followed the apearance last year of a border carnation to which the Duchess of Gloucester gave her name. In Doris Allwood, one of the perpetual flowering types making its debut this afternoon, pale salmon and French grey are blended to provide a delightful shade of mauve. Its blooms were among the largest on show.

AN ENGLISH SINGER IN JAPAN

Mr. John Goss, the singer, who has recently returned to England after spending two years in the United States and Japan, told me to-day how in Japan he has been astonished by the extraordinary musical mixture to be found there between the traditional pentatonic music of the country—still to be heard unchanged in any café—and the German music, which the Japanese were now studying with their characteristic thoroughness. The astonishingly large interest there taken in European music was, he said, chiefly evident in the number of gramophone records, for as performers the Japanese were still deficient.

The Japanese, he though, probably bought more records of European classics than did any of other country, and recently a special recording even of the Beethoven Choral Symphony had been made for them, since they were dissatisfied with what existed. But they learned their music from the German professors in Tokio, and so nearly all their music was German, and especially Beethoven, whose philosophical heroism best suited their temperament. But, curiously enough, Stravinsky and other non-German moderns were also best-sellers. It was certainly quaint, Mr. Goss said, to see a Japanese girl in her national kimono singing Brahms Lieder; what she grasped of this most un-Japanese branch of music it was hard to imagine. The Japanese themselves seemed to find no oddity in the mixture of the European and their own music.

The opera was "Lily of Killarney," and the tenor was terrible. At last one of two men in the front row stood up and said: "Come on out; we've had enough."

The other refused.

M.P.S HEAR OF A 20-MINUTE ARREST

NEW POLICE METHODS

London, July 11.

In a debate on the Home Office vote in the House of Commons yesterday, Sir John Simon said he had been asked why the sum for the Special Service Fund of the Metropolitan Police had been increased from £2,000 to £20,000.

The reason was the necessity for developing certain technical branches, including laboratory work in connection with the investigation of crime, detective training facilities, and wireless telephone developments.

This £20,000 was asked for because in London they were trying out certain developments and scientific discoveries.

Sir John said that at 2.21 on the previous day a message was received at Scotland Yard from Highbury Vale police station that two "wanted men" were telephoning from a kiosk near the Angel, Islington.

A wireless message was transmitted by the new method to a touring police car at 2.34. When the car got to the kiosk the men had just left. They were followed and arrested at 2.55. Meanwhile, particulars from the index were wirelessed at 2.45 and their identification was completed.

That was the kind of work which was going on for which the money was needed. When it was developed it would be extended to a great range.

COL. LINDBERGH IN COPENHAGEN

("Hong Kong Daily Press" Special)

Copenhagen, Aug. 2.

Colonel Lindbergh and his wife arrived here from Germany on Sunday, intending to stay for several days.—*Transocean News Service.*

Feeling "Run Down?"

Just suppose that right now you were talking to a physician.

YOU would have to confess to him that somehow you seem to tire very quickly nowadays; that your energy is gone and that now and then you feel jumpy and irritated.

"My dear man!" he would no doubt say, *"look at the symptoms logically. Yours is a clear case of strained nerves. We need not go into how you got that way. The climate, hard and nervous work, late nights, they can all be to blame—but you want to know how to become your old self again. Why not start taking Sanatogen—it's really great stuff! It's made just for people like you, and I know from long experience that it will do you a lot of good. You have asked too much from your nerves, and with Sanatogen you replace the lost energy quickly."*

Over 25,000 physicians are of the opinion that taking Sanatogen is the easy and logical way back to real health and vitality. Why not give Sanatogen a trial? Every chemist sells it. Start taking it now, then you will soon notice its remarkable influence on your health and vitality.

SANATOGEN

The True Tonic Food

MORNING SOUND LEGHORN FARM

TAI PO MARKET, NEW TERRITORIES

LEGHORN EGGS—FRESH DAILY

HATCHING EGGS

LAYING PULLET

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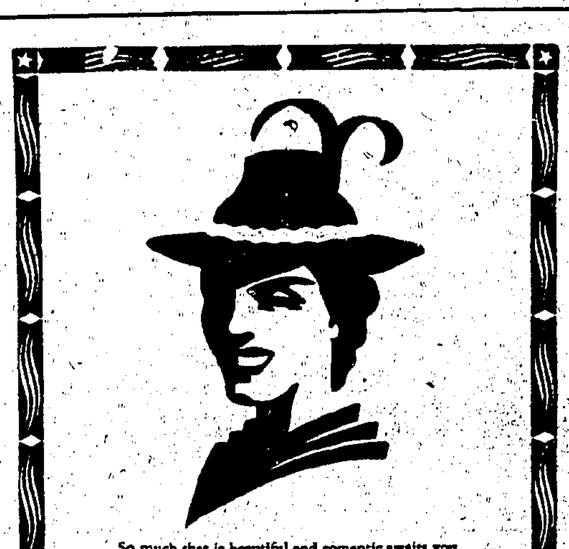
Sole Agents:—**HUNG CHEONG**

66, NATHAN ROAD, KOWLOON. (Tel. 57106).



So much that is beautiful and romantic awaits you in Austria: Vienna—the world's music centre; Salzburg—the festival city; the Styrian woodlands; the beautiful Danube valley; the lakes of Salzkammergut and Carinthia; the Tyrol and Voradlberg—lands of picturesque peasants and snow capped mountains; and the lovely landscapes of Lower and Upper Austria. Both for Summer Holidays (Golf, Tennis, Swimming, Climbing, etc.) and for Winter Sports, Austria has become more popular than ever. Come to Austria at any time of the year—you may be sure of a kindly welcome.

Come to Beautiful Romantic

Austria

Considerable fare reductions now available. Accommodation can be obtained from 6/6 a day. Travel with Austrian Travellers' Cheques—for convenience. Write for special summer or winter programme of inclusive arrangements to the leading tourist agencies, or AUSTRIAN STATE TRAVEL BUREAU, 259 a, *Regent Street, London, W.1, England.*

NEXT SAILINGS

To Shanghai "Conte Verde" 22nd Aug.
To Italy "Conte Verde" 9th Aug.

SPECIAL RETURN TICKETS

Validity 100 days at greatly reduced cost allowing of 2½ months stay in Europe. Special concessions to 1st and 2nd Class travellers to London.

Fares to Venice, Trieste, Genoa and Return . £132, £88, £86.

Special Two Months' Round Trip Tickets At Reduced Rates

To BOMBAY	£44	£25	£21
„ COLOMBO	£41	£22	£19
„ SINGAPORE...	£18	£13	£11
„ SHANGHAI	£12	£ 9	£ 6

ROUND THE WORLD tickets issued at Special Reduced Rates in connection with all the Trans-Pacific & Trans-Atlantic Conference Lines.

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OUTWARD SAILINGS

m.v. "BURGENLAND" for S'hai., Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya ... 11th Aug.
s.s. "NEUMARK"..... .....for S'hai., Dairen, Taku, Tsingtao, Kobe, Osaka, Y'hama., Nagoya 24th Aug.
† m.v. "KULMERLAND"...for S'hai., Dairen, Taku, Y'hama., Nagoya, Kobe, Osaka... ..... 8th Sept.

HOMEWARD SAILINGS

† m.v. "SAUERLAND" for M'lles., Antwerp, R'dam., H'burg 9th Aug.
m.v. "BURGENLAND" for M'lles, Antwerp, Rotterdam, Hamburg ... . 9th Sept.
s.s. "NEUMARK"... for M'lles., B'lona., Antwerp, R'dam., H'burg... ..... 25th Sept.

† Passenger Vessel. • Limited Passenger Accommodation.

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JEBSEN & CO., AGENTS.
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S.S. "BENVORLICH"

Sailing for LONDON, ROTTERDAM, ANTWERP, HAMBURG, HULL and LEITH on or about the **9th August.**

Cargo will also be accepted on through Bill of Lading to the usual transhipment ports.

Next Sailing for SHANGHAI & JAPAN

S.S. "BENMACDHUI" Aug 5th

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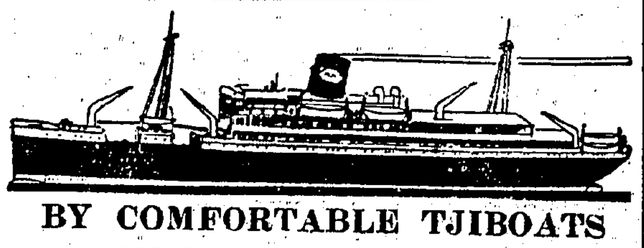
W. R. LOXLEY & CO., (CHINA) LTD.,
Tel 22533 York Building.

Agents:

THE BEN LINE STEAMERS LTD.,

QUIET HOLIDAYS AT SEA



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Hong Kong—Amoy—Osaka—Kobe—Shanghai—Keelung—Amoy—Hong Kong = about 3 Weeks.

H. $100.— PLUS YEN 100.—

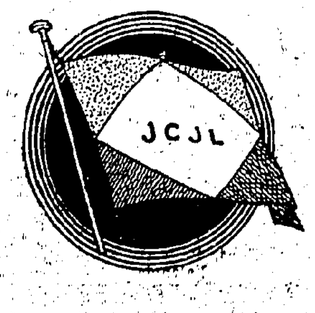
STAY ASHORE 3/4 Days for Own Account.

S.S. "TJISAROEA" about 19th July, 1933.

Hong Kong — Amoy — Dairen — Shanghai — Amoy—Hong Kong = about 3 Weeks.

H. $140.— PLUS YEN 140.—

STAY ASHORE in DAIREN about 4 Days for Own Account.



For Further information apply to:—

JAVA-CHINA-JAPAN-LIJN N.V.

and

TRAVEL BUREAUX.

"IMPS" INTERIM DIVIDEND ESTIMATE

London, July 14.

Dealers in the Industrial shares market do not expect any change in the Imperial Tobacco interim dividend which is due to be announced towards the end of next week.

It is understood that the combine continues to meet favourable trading conditions and the market would not be surprised to see a further increase in profits when the accounts are issued early next year.

The chairman stated at the meeting in February that trade for the first quarter of this year had been good. He pointed out that financial results of trading operations, apart from investment income, were achieved by a small rate of profit on a large turnover.

While the combine is probably obtaining its share of the increase now taking place in tobacco consumption it has to be remembered that there has been a tendency for the cost of the raw material to rise.

In this connection the chairman said last year that owing to the necessity for keeping large stocks of matured leaf the company had not yet fully borne in their trading operations the increased cost of the raw material.

He added, however, that they could look forward to presenting a year hence results not less favourable than those he was then reviewing.

40-SEATER 'PLANE TO PARIS

To Meet Increased Traffic

LIBRARY, COCKTAIL BAR & BRIDGE ROOM

London, July 14.

French air liners to carry 40 passengers and a crew of four are shortly to be put on the London-Paris-Lyons-Marseilles route.

The Golden Clippers now in use are not out-of-date, but increasing traffic demands machines of greater capacity. The new type is a Farman, of which six are being built.

They have a front bay window in the cabin giving an unrestricted view forward, a cocktail bar, a library, a bridge room, and two saloons.

Of the first two, one is fitted with four Gnome Rhone 800 h.p. engines, and the other with four Hispano-Suiza, 690 h.p. engines. The results of comparison in operation will determine the choice of engines for the other four.

It is a noteworthy fact that in all the principal air line countries four-engined 40-seaters are now being built. Great Britain will have flying boats and land 'planes of this capacity. The United States will soon have the new 40-seater Douglas, and Holland, France and Germany have adopted the same policy.

FAR EAST MACHINE

Air line developments in France at the present moment are of much interest. A Far Eastern machine for 16 sleeping berths, or 24 day seats, is being built by Marcel Bloch. It will have four engines.

On the South Atlantic service France is using both flying boats and land 'planes. One hundred successful mail-carrying flights have already been made.

To be first in the field with a regular Atlantic passenger flying boat service is the object of Air France, and two four-engined flying boats capable of carrying a ton of mail 3,000 miles against a 30 miles per hour head-wind have been launched.

One has nearly finished its tests, and the other is about to begin them. Both have comfortable sleeping quarters for four passengers.

Air France lines now span the old and the new worlds. There is a close-knit European system and two long-distance arms, one across two continents and an ocean to Santiago on the Pacific coast, and the other across India to Hanoi in French Indo-China.

LONDON EXCHANGE RATES

(British Wireless Service)

	London, July 31.	August 1.
Paris	75 61/64	76 9/64
Geneva	15.35½	15.37½
Berlin	12.46	12.46
Athens		528
Milan	63 9/16	63½
Shanghai		
New York	5.01½	5.01 9/64
Amsterdam	7.38½	7.38½
Vienna	36 7/8	
Prague	121½	
Bucharest	673 S.	675
Madrid		
Lisbon	38 15/16 S. O.	
Hong Kong	1/3	
Brussels	29.74	29.75½
Montevideo		
Belgrade		
Montreal	5.01 7/8	5.01½
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot	19 7/16	19½
Silver (forward)	19½	
War Loan	3½% 106 11/16	

Closing Quotations

Aug. 1, 1936.

On London:—
Telegraphic Transfer... } 1/3
Bank Bills, on demand } 13 16
Bank Bills, 4 months' sight ....
Credits, four months' sight 1/3 3/16
On Shanghai:—
On Demand 102⅜
On Singapore:—
On demand 52½
On Japan:—
On demand 103½
On India:—
Telegraphic Transfer... } 81½
Bank, on demand..... }
On New York:—
Bank Bills, on demand 30 15/16
Credits, 60 days' sight 31⅛
On Batavia:—
On demand 45 3/16
On Paris:—
Bank Bills, on demand 60
Credits, 4 month's sight 497½
On Saigon:—
On demand 46 9/16
On Manila:—
On demand 61½
On Bangkok:—
On demand 150
Sovereigns, Bank Buying Rate 1/3 3/16
Bar Silver, per oz. 19½

PHILIPPINE MINING NEWS

Antamok Goldfields' Plants Enlarged

(Through the courtesy of Messrs. G. A. Harriman & Co., Ltd.)

The recent development of gold mining on the island of Masbate, 262 nautical miles south of Manila, is chiefly due to the activities of the Soriano group of businessmen, headed by Andres Soriano, head of the San Miguel Brewery and prominent Spanish merchant of Manila; Masbate Consolidated, largest of the four plants operated by this group, has been in continuous operation since the early 1900s, but it was not until this organization acquired possession that production was started on a big scale.

A consultation department has been organized under the direction of J. H. Sampson, formerly general superintendent of Antamok Goldfields and now director of all the group's companies. Competent and experienced engineers have been engaged to work out the technical details of the various plants.

LARGEST PLANT

Although Masbate Consolidated will be the largest lode operation in the Islands—the plant capacity will be 2,000 tons a day by the end of August—the Soriano group also is managing the third most productive mine in the Islands, Antamok Goldfields. This mine, from which ore was first taken for treatment in 1933, has grown remarkably during the past two years; its gold production for 1935 was the third highest in the Philippines, and it is lead only by Benguet and Balatoc each month in gold shipped.

The third plant is I. X. L., close to Masbate Consolidated. The mine was brought into production in 1932 on a small scale, but within the past year, the plant has been expanded considerably, the output rising proportionately.

In addition to the three mines which the group operates, there is one property being worked on a profit-sharing basis, that of the Gold Creek Mining Company. The Gold Creek claims adjoin those of Antamok Goldfields in the Baguio district, and ore is trammed to the Antamok Goldfield mill for treatment.

ANTAMOK GOLDFIELDS

Antamok Golfields was incorporated for P1,500,000, of which P1,375,000 was paid in. The board of directors consists of Andres Soriano, president; A. D. Goodliffe, T. J Wolff, Benito Razon Col. F. Hodsoll, J. H. Sampson, and J. T Knowles. As of January 1, the company's ore reserves were estimated at 809,322 tons, valued at P16,726,689. During 1935 Antamok made a net profit of P1,231,128, from 115,584 tons milled for a production of P2,490,979.

Antamok paid its first dividend in January, 1935, of 25 per cent, or P312,500. Two other dividends were paid during the year, making the total P1,000,000 for 1935; the company recently voted a 50 per cent dividend for the first half of 1936.

Gold production has been increasing steadily at Antamok; the plant has been enlarged until it now has a capacity of over 700 tons daily. H. A. DeWitt is general superintendent of the company.

Antamok Goldfields recently acquired an option on the States Group of claims, which adjoins its property. Development work has been started, and ore blocked out will be treated in the Antamok mill.

MASBATE CONSOLIDATED

Masbate Consolidated has been owned by the Soriano interests since May, 1935. It was formerly Panique Mines, which had been in production on a small scale since 1914. Ore reserves estimated as nearly 6,500,000 tons, value at over P64,000,000, were blocked out, and the construction of a 2,000-ton plant was started. During this construction work the old mill, which had been in operation for more than 20 years, has gradually been dismantled, without loss of operating time. The production has been steadily increased until it is now around P150,000 a month.

The company was incorporated for P5,000,000, all of which was paid in. The directors are Mr. Soriano, president; A. D. Goodliffe, E. Roxas, B. Razon, J. H. Sampson, L. R. Nielson, and F. Hodsoll. In 1935 the company made a net profit of P178,160, in spite of the fact that construction work hindered operations considerably.

A. A. Friedman is general superintendent of Masbate Consolidated.

L X. L.

The I. X. L. Mining company has an authorized capitalization of P1,000,000, all of which is issued and fully paid. Its directors are: A. Soriano, A. D. Goodliffe, Col. F. Hodsoll, J. H. Sampson, E. Roxas, B. Razon and E. A. Perkins. The company estimated its ore reserves as of January 1, at 144,126 tons, valued at P4,576,876. Profits during 1935 were P167,834. The new plant was running early this year, and will have a capacity of 250 tons a day by October.

K. M. Stewart is general superintendent at I. X. L.

The Gold Creek Mining Company entered into a contract with Antamok Goldfields in 1935, and milling was started in April of that year. Total production for 1935 was P425,000 and for the first half of 1936, P125,000. The company paid its first dividend, of 7½ per cent, early in 1936. Officers of Gold Creek are E. M. Bachrach, president, J. A. Wolfson, K. B. Day, Salvador Araneta, Placido L. Mapa, and Montague Lord.

The fourth plant is the 50-ton plant of the I. X. L. Argos Syndicate, which is near the I. X. L. mill. To date the mill has treated only ore from development work, and stoping has not been started. Production for the past five months or six months has been between P15,000 and P25,000 a month.

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President Liners' frequent sailings and their unique stopover privileges allow you to travel just exactly as you choose. And Dollar Steamship Lines and American Mail Line worldwide offices and agents are maintained to serve you ashore in whatever place you chance to be. Make your next trip more enjoyable, travelling "The President Line way."

To SAN FRANCISCO

Via Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Panama Canal, Havana, New York.

Pres. Hoover	6 a.m.	Aug. 8th
Pres. Cleveland	M'night	Aug. 23th
Pres. Coolidge	Noon	Sept. 5th
Pres. Taft	M'night	Sept. 22nd
Pres. Hoover	Noon	Oct. 3rd

To SEATTLE, VICTORIA

Via Shanghai, Kobe, Yokohama and Victoria.

Pres. Grant	M'night	Aug. 14th
Pres. Jefferson	M'night	Aug. 28th
Pres. Jackson	M'night	Sept. 11th
Pres. McKinley	M'night	Sept. 5th
Pres. Grant	M'night	Oct. 9th

EUROPE, NEW YORK

Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.

Pres. Wilson	8 a.m.	Aug. 5th
Pres. Monroe	8 a.m.	Aug. 29th
Pres. Van Buren	8 a.m.	Sept. 12th
Pres. Garfield	8 a.m.	Sept. 26th
Pres. Polk	8 a.m.	Oct. 10th

MANILA

THE MOST FREQUENT SERVICE

Next Sailings

Pres. Grant	6 p.m.	Aug. 8th
Pres. Wilson	8 a.m.	Aug. 15th
Pres. Cleveland	6 p.m.	Aug. 18th
Pres. Jefferson	6 p.m.	Aug. 22nd
Pres. Coolidge	9 p.m.	Aug. 7th

MOST FREQUENT SERVICE ON THE PACIFIC

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

FENDER BUILDING—HONG KONG.
CANTON BRANCH:—4, SHAMEEN ROAD.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MENESTHEUS" FROM UNITED KINGDOM VIA SINGAPORE.

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 3rd Aug.

Optional Cargo will not be landed here unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 10th Aug., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th Aug., 1936, or they will not be recognised.

No Fire Insurance will be effected

BUTTERFIELD & SWIRE
Agents.

3rd Aug., 1936. [4598

NORDDEUTSCHER LLOYD BREMEN.

THE Motor ship "HAVEL"

having arrived from BREMEN, HAMBURG and Ports, Consignees of cargo are hereby notified that their cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon where Delivery can be obtained.

Consignees are further notified that the Motor ship "HAVEL" has taken at HAMBURG & BREMEN through cargo for HONG KONG ex S.S. "LYNX", S.S. "GERTUN", S.S. "THRASUS" and S.S. "ESPEL" from BERGEN, DANZIG, STOCKHOLM & KOTKA.

All Goods remaining undelivered after the 10th Aug. 1936, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 8th Aug., 1936.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No Claim will be admitted after the Goods have left the Godown and all claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 3rd Aug., 1936.
[4597

CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.S. "RAMSES"

having arrived, from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Aug., 1936, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 5th Aug., 1936, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before the 30th August, 1936, or they will not be recognised.

No Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & CO.,
Agents.
Hong Kong, 30th July, 1936. [4594

SILVER LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK AND LOS ANGELES

THE Motor Vessel "SILVERYEW"

having arrived from the above Ports on 20th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday 5th August, 1936, at 10 a.m.

All Claims must be presented within 15 Days of the vessel's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th August, 1936, will be subject to Rent.

No Fire Insurance has been effected, Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, Hongkong & Shanghai Bank Building
Dials 23165 & 23169.
Hong Kong, 29th July, 1936. [4591

CHINA NAVIGATION
COMPANY, LIMITED.

Swatow, Tsingtao, Chefoo & Tientsin	"NANCHANG"	On	5th Aug., 2 p.m.
Swatow & Bangkok	"KWEIYANG"	On	5th Aug., 3 p.m.
Swatow & Shanghai	"SZECHUEN"	On	5th Aug., 4 p.m.
Amoy & Shanghai	"TAIYUAN"	On	6th Aug., 6 p.m.
Hoihow, Pakhoi & Haiphong	"KWANGCHOW"	On	7th Aug., 1 p.m.
Swatow, Foochow, Shanghai, Tsingtao, Weihaiwei, Chefoo & Tientsin	"YOCHOW"	On	7th Aug., 11 p.m.
Amoy, Swatow, Singapore & Penang	"ANHUI"	On	8th Aug., 6 a.m.
Swatow & Shanghai	"KINGYUAN"	On	9th Aug., 3 p.m.
(Amoy), S'hai., Dairen & Newchwang	"SUNNING"	On	10th Aug., 6 p.m.
Swatow & Shanghai	"KWANGTUNG"	On	11th Aug., 4 p.m.
Swatow, Tsingtao, Chefoo & Tientsin	"NANCHANG"	On	12th Aug., 2 p.m.
Amoy & Shanghai	"TSINAN"	On	12th Aug., 6 p.m.
Hoihow, Pakhoi & Haiphong	"KAYING"	On	14th Aug., 1 p.m.
Swatow, Foochow, Shanghai, Tsingtao, Weihaiwei, Chefoo & Tientsin	"YUNNAN"	On	14th Aug., 5 p.m.
Swatow & Shanghai	"KIUNGCHOW"	On	16th Aug., 3 p.m.
Swatow & Bangkok	"KIANGSU"	On	16th Aug., 3 p.m.
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On	21st Aug., 3 p.m.
Hoihow & Singapore	"MUINAM"	On	23rd Aug., 2 p.m.
Amoy, Swatow, Singapore & Penang	"ANSHUN"	On	23rd Aug., 5 p.m.
Swatow & Bangkok	"KWANG NG"	On	25th Aug., 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

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Telephone 30331. Agents.

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OPEN AIR SWIMMING POOL
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" " " " LONDON (via Australia) from £127-15-0.
(Australian Newspapers on file)

STEAMERS	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	11 Aug.	18 Aug.	21 Aug.	6 Sept.
TAIPING	4 Sept.	11 Sept.	14 Sept.	30 Sept.
CHANGTE	9 Oct.	16 Oct.	19 Oct.	4 Nov.
TAIPING	6 Nov.	13 Nov.	16 Nov.	2 Dec.

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DOUGLAS STEAMSHIP CO., LTD.

SWATOW-HONGKONG SERVICE.
Sailings
Sundays and Wednesdays [at 4 p.m.
S.S. SEISTAN Wednesday, 5th Aug.

SWATOW, AMOY, FOOCHOW AND RETURN.
Sailings Tuesdays and Fridays
S.S. HAIYANG Tues., 4th Aug., 3 p.m.
S.S. HAINING Fri., 7th Aug., 4 p.m.
S.S. HAITAN Tues., 11th Aug., 4 p.m.

Subject to alteration without notice
All Arrivals and Departures from the Company's Wharf (near Blake Pier)
ROUND TRIP TICKETS are issued from HONGKONG TO FOOCHOW (Pagoda Anchorage) and return by the same Steamer at the Reduced Rate of $100, including Meals while the Steamer is at Coast Ports.

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A Regular Service is Maintained by the S.S. HAICHING
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DOUGLAS LAPRAIK & CO.,
General Managers.
P. & O. Building. Tel. Nos. 28037 and 28038

SHIPS IN HARBOUR

WHARVES.
Kowloon:—Havel.
Holt's:—Glenshiel and Menestheus.
Jardine Matheson's:—Tak Sang.
Saikong:—Wing Wah.

DOCKS.
Kowloon:—Basilan and Ho Sang.
Taikoo:—H.M.S. Regent, New Mathilde, Silverview, Anking, and Tchekarn.

BUOYS.
No. A3.—Anshun
No. A11.—Unita
No. A15.—Tjikembang
No. B1.—Anhui
No. B3.—Kwei Yang
No. B4.—Halldor
No. B5.—Canton
No. B6.—Clara Jebsen
No. B11.—Michael Jebsen
No. B14.—Shantung
No. B16.—Helios

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.
Haiyang, Douglas', August 4.
Fukuken Maru, O.S.K., August 5.
Tjisadane, J.C.J. Line, August 5.
Taiyuan, B. & S., August 6.
Haining, Douglas', August 7.
Anhui, B. & S., August 8.
Sunning, B. & S., August 10.
Haitan, Douglas', August 11.
Van Heutsz, J.C.J. Line, August 11.
Tsinan, B. & S., August 12.
Shirala, P. & O., August 20.
Anshun, B. & S., August 23.
Hai Hing, Thoresen's, August 23
Hai Lee, Thoresen's, August 31.

Chefoo.
Nanchang, B. & S., August 5.
Yochow, B. & S., August 7.
Hopsang, Jardine's, August 9.
Nanning, B. & S., August 12.
Yunnan, B. & S., August 14.
Aeneas, B. & S., August 18.

Chemulpo.
Aeneas, B. & S., August 18.

Dairen.
Havel, Melchers', August 4.
Sunning, B. & S., August 10.
Burgenland, Jebsen's, August 11.
Aeneas, B. & S., August 18.
Neumark, Jebsen's, August 24.

Foochow.
Haiyang, Douglas', August 4.
Haining, Douglas', August 7.
Yochow, B. & S., August 7.
Hopsang, Jardine's, August 9.
Haitan, Douglas', August 11.
Yunnan, B. & S., August 14.

Hankow.
Benmacdhui, Loxley's, August 5.
Eumaeus, B. & S., August 10.

JAPAN (Direct).
Islami, Jardine's, August 7.
Rakuyo Maru, N.Y.K., August 7.
Kutsang, Jardine's, August 18.
Atsuta Maru, N.Y.K., August 21.
Neumark, Jebsen's, August 24.
Suisang, Jardine's, August 26.

Keelung.
Islami, Jardine's, August 7.

Newchwang.
Sunning, B. & S., August 10.

Shanghai and Japan.
Havel, Melchers', August 4.
Gneisenau, Melchers', August 4.
Bangalore, P. & O., August 5.
Benmacdhui, Loxley's, August 5.
Australien, E.A. Co., August 6.
Rajputana, P. & O., August 6.
Sirdhana, B.I. (Apcar), August 6
Emp. of Russia, C.P.S., August 7.
General Sherman, States Co., Aug. 8.
Pres. Hoover, Dollar's, August 8.
Burgenland, Jebsen's, August 11.
Nako Maru, N.Y.K., August 11.
Burgenland, Melchers', August 12.
Trianon, Thoresen's, August 12.
Benmohr, Loxley's, August 13.
Rhexenor, B. & S., August 13.
Hakusan Maru, N.Y.K., August 14.
Pres. Grant, A.M. Line, August 14.
Tai Yin, Dodwell's, August 18.
Chitral, P. & O., August 20.
Shirala, P. & O., August 20.
Atsuta Maru, N.Y.K., August 21.
Delhi, Gilman's, August 21.
Emp. of Japan, C.P.S., August 21.
Pres. Doumer, Messageries', August 21.
Achilles, B. & S., August 24.
Neumark, Jebsen's, August 24.
Pres. Cleveland, Dollar's, August 26.
General Lee, States Co., August 29.
Pres. Jefferson, A.M. Line, August 29.
Agamemnon, B. & S., August 30.
Emp. of Asia, C.P.S., September 4.
Chenonceaux, Messageries, Sept 5

SHANGHAI AND VIA PORTS.
Haiyang, Douglas', August 4.
Seistan, Douglas', August 5.
Szechuen, B. & S., August 5.
Tjisadane, J.C.J. Line, August 5.
Taiyuan, B. & S., August 6.
Sandviken, Jardine's, August 6.
Haining, Douglas', August 7.
Yochow, B. & S., August 7.
Daviken, Jardine's, August 9.
Kingyuan, B. & S., August 9.
Eumaeus, B. & S., August 10.
Sunning, B. & S., August 10.
Kwangtung, B. & S., August 11.
Tsinan, B. & S., August 12.
Yunnan, B. & S., August 14.
Kiungchow, B. & S., August 16.
Aeneas, B. & S., August 18.
Sarpedon, B. & S., August 18.

Swatow.
Helios, Thoresen's, August 5.
Kweiyang, B. & S., August 5.
Nanchang, B. & S., August 5.
Szechuen, B. & S., August 5.
Sandviken, Jardine's, August 6.
Yochow, B. & S., August 7.
Anhui, B. & S., August 8.
Daviken, Jardine's, August 9.
Hopsang, Jardine's, August 9.
Kingyuan, B. & S., August 9.
Haitan, Douglas', August 11.
Kwangtung, B. & S., August 11.
Van Heutsz, J.C.J Line, August 11.
Nanning, B. & S., August 12.
Yunnan, B. & S., August 14.
Iliram, Thoresen's, August 16
Kiangsu, B. & S., August 16.
Kiungchow, B. & S., August 16.
Hai Hing, Thoresen's, August 23.
Hellas, Thoresen's, August 25.
Hai Lee, Thoresen's, August 31.

Takn.
Havel, Melchers', August 4.
Burgenland, Jebsen's, August 11.
Aeneas, B. & S., August 18.
Neumark, Jebsen's, August 24.

Tientsin.
Nanchang, B. & S., August 5.
Yochow, B. & S., August 7.
Hopsang, Jardine's, August 9.
Nanning, B. & S., August 12.
Yunnan, B. & S., August 14.

Tsingtao.
Havel, Melchers', August 4.
Nanchang, B. & S., August 5.
Sandviken, Jardine's, August 6.
Yochow, B. & S., August 7.
Daviken, Jardine's, August 9.
Nanning, B. & S., August 12.
Yunnan, B. & S., August 14.
Achilles, B. & S., August 24.
Neumark, Jebsen's, August 24.

Wei-Hai-Wei.
Yochow, B. & S., August 7.
Yunnan, B. & S., August 14.

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA.

Balboa.
Rakuyo Maru, N.Y.K., August 7.
City of Dalhart, States Co., August 18.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.

Boston and New York.
Nako Maru, N.Y.K., August 11.
City of Dalhart, States Co., August 18.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.

Cristobal.
City of Dalhart, States Co., August 18.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.

Havana.
Pres. Hoover, Dollar's, August 8.
City of Dalhart, States Co., August 18.
Pres. Cleveland, Dollar's, August 26.

Honolulu.
Rakuyo Maru, N.Y.K., August 7.
Pres. Hoover, Dollar's, August 8.
Tatsuta Maru, N.Y.K., August 13.
Emp. of Japan, C.P.S., August 21.
Pres. Cleveland, Dollar's, August 26.

Los Angeles.
Rakuyo Maru, N.Y.K., August 7.
Pres. Hoover, Dollar's, August 8.
Nako Maru, N.Y.K., August 11.
Tatsuta Maru, N.Y.K., August 13.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.
Pleasantville, Bank Line, August 28.

Mexico.
Rakuyo Maru, N.Y.K., August 7.
City of Dalhart, States Co., August 18.

Panama.
Rakuyo Maru, N.Y.K., August 7.
Nako Maru, N.Y.K., August 11.
City of Dalhart, States Co., August 18.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.

Philadelphia.
City of Dalhart, States Co., August 18.

Portland and Puget Sound.
General Sherman, States Co., Aug. 8.
Pleasantville, Bank Line, August 28.
General Lee, States Co., August 29.

San Francisco.
Rakuyo Maru, N.Y.K., August 7.
General Sherman, States Co., Aug. 8.
Pres. Hoover, Dollar's, August 8.
Tatsuta Maru, N.Y.K., August 13.
Tai Yin, Dodwell's, August 18.
Pres. Cleveland, Dollar's, August 26.
Pleasantville, Bank Line, August 28.
General Lee, States Co., August 29.

Seattle.
Tyndareus, B. & S., August 13.
Pres. Grant, A.M. Line, August 14.
Pres. Jefferson, A.M. Line, August 29.

South America (W.C.)
Rakuyo Maru, N.Y.K., August 7.

Vancouver, B.C.
Emp. of Russia, C.P.S., August 7.
Tyndareus, B. & S., August 13.
Emp. of Japan, C.P.S., August 21.
Emp. of Asia, C.P.S., September 4.

Victoria, B.C.
Emp. of Russia, C.P.S., August 7.
Tyndareus, B. & S., August 13.
Pres. Grant, A.M. Line, August 14.
Emp. of Japan, C.P.S., August 21.
Pres. Jefferson, A.M. Line, August 29.
Emp. of Asia, C.P.S., September 4.

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West.
Nellore, E. & A., August 5.
Changte, B. & S., August 18.
Kamo Maru, N.Y.K., August 22.

Bali.
Tjibadak, J.C.J. Line, August 4
Tjisadane, J.C.J. Line, August 18.

Bangkok.
Helios, Thoresen's, August 5.
Kweiyang, B. & S., August 5.
Hiram, Thoresen's, August 16.
Kiangsu, B. & S., August 16.
Hellas, Thoresen's, August 25.
Kwangtung, B. & S., August 25.

Batavia.
Tjisaroea, J.C.J. Line, August 11.
Javanese Prince, Furness', August 16.

Belawan.
Cremer, J.C.J. Line, August 6.
Trave, Melchers', August 8.
Gneisenau, Melchers', August 21.

Brisbane.
Nellore, E. & A., August 5.
Changte, B. & S., August 18.
Kamo Maru, N.Y.K., August 22.
Kwangtung, B. & S., August 25.

Cairns.
Changte, B. & S., August 18.

Cebu.
Benvorlich, Loxley's, August 9.

Davao.
Kamo Maru, N.Y.K., August 22.

Deli.
Cremer, J.C.J. Line, August 6.

Haiphong.
Kwangchow, B. & S., August 7.
Kaying, B. & S., August 14.
Kingyuan, B. & S., August 21.

Hobart.
Nellore, E. & A., August 5.

Hoihow.
Kwangchow, B. & S., August 7.
Kaying, B. & S., August 14.
Kingyuan, B. & S., August 21.
Muinam, B. & S., August 23.

Java.
Tjisaroea, J.C.J. Line, August 11.

Makassar.
Tjibadak, J.C.J. Line, August 4
Javanese Prince, Furness', August 16.

Madang.
Friderun, Melchers', August 11.

Menado.
Tjisaroea, J.C.J. Line, August 11.
Kamo Maru, N.Y.K., August 22.

Manila.
Tjibadak, J.C.J. Line, August 4.
Nellore, E. & A., August 5.
Pres. Grant, Dollar's, August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Emp. of Japan, C.P.S., August 14.
Pres. Wilson, Dollar's, August 15.
Javanese Prince, Furness', August 16.
Changte, B. & S., August 18.
Pres. Cleveland, Dollar's, August 18.
Tjisadane, J.C.J. Line, August 18.
Gneisenau, Melchers', August 21.
General Lee, States Co., August 22.
Kamo Maru, N.Y.K., August 22.
Pres. Jefferson, A.M. Line, August 22
Emp. of Asia, C.P.S., August 27.
Pres. Coolidge, Dollar's, August 27.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2.

Melbourne.
Nellore, E. & A., August 5.
Changte, B. & S., August 18.
Kamo Maru, N.Y.K., August 22.

Pakhoi.
Kwangchow, B. & S., August 7.
Kaying, B. & S., August 14.
Kingyuan, B. & S., August 21.

Rabaul.
Nellore, E. & A., August 5.
Friderun, Melchers', August 11.

Salamaua.
Friderun, Melchers', August 11.

Saigon.
Aramis, Messageries', August 11

Sandakan.
Mansang, Jardine's, August 14.
Hinsang, Jardine's, August 28.

INDO-CHINA
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ROUND TRIPS TO JAPAN
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WESTWARD

FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.
Naldera, P. & O., August 8.
Ajax, B. & S., August 12.
Zuiderkerk, J.C.J. Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.

Alexandria.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.

Algiers.
Nagara, Gilman's, September 2.

Antwerp.
Trave, Melchers', August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Zuiderkerk, J.C.J Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Hakozaki Maru, N.Y.K., August 20.
Nagara, Gilman's, September 2.

Barcelona
Gneisenau, Melchers', August 21.

Beyrouth.
Delagoa Maru, N.Y.K., August 11.

Bombay.
Naldera, P. & O., August 8.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Kaisar-I-Hind, P. & O., August 22
Pres. Monroe, Dollar's, August 29.

Boston and New York.
Pres. Wilson, Dollar's, August 15.
Javanese Prince, Furness', August 16.
Pres. Monroe, Dollar's, August 29.

Bremen.
Trave, Melchers', August 8
Gneisenau, Melchers', August 21.

Bromborough.
Teiresias, B. & S., August 20.

Calcutta.
Chaksang, Jardine's, August 5.
Hosang, Jardine's, August 7.
Tsushima Maru, N.Y.K., August 7.
Talma, B.I. (Apcar), August 15.
Penang Maru, N.Y.K., August 16.
Sirdhana, B.I. (Apcar), August 29.

Casablanca.
Trave, Melchers', August 8.
Glenapp, Jardine's, August 10.
Ajax, B. & S., August 12
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.

Colombo.
Naldera, P. & O., August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Aramis, Messageries', August 11.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Gneisenau, Melchers', August 21.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2

Djibouti.
Aramis, Messageries', August 11.

Genoa.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.

Gibraltar.
Naldera, P. & O., August 8.
Fushimi Maru, N.Y.K., August 15.
Kaisar-I-Hind, P. & O., August 22.

Glasgow.
City of Bath, Bank Line, August 8.
Ajax, B. & S., August 12.
Hector, B. & S., August 26.

Gothenburg.
Tricolor, Thoresen's, August 15.
Nagara, Gilman's, September 2.

Haifa and Jaffa.
Zuiderkerk, J.C.J. Line, August 11.

Halifax.
Javanese Prince, Furness', August 16.

Hamburg.
Trave, Melchers', August 8
City of Bath, Bank Line, August 8
Benvorlich, Loxley's, August 9.

Semarang.
Tjibadak, J.C.J. Line, August 4.
Tjisarcea, J.C.J. Line, August 11.
Javanese Prince, Furness', August 16.

Soerabaja.
Tjibadak, J.C.J. Line, August 4.
Tjisarcea, J.C.J Line, August 11.
Javanese Prince, Furness', August 16.

South Sea.
Friderun, Melchers', August 11.

Sydney
Nellore, E. & A., August 5
Changte, B. & S., August 18.
Kamo Maru, N.Y.K., August 22.

Thursday Island.
Changte, B. & S., August 18.
Kamo Maru, N.Y.K., August 22.

Townsville.
Changte, B. & S., August 18.

WESTWARD

FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.
Naldera, P. & O., August 8.
Ajax, B. & S., August 12.
Zuiderkerk, J.C.J. Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.

Alexandria.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.

Algiers.
Nagara, Gilman's, September 2.

Antwerp.
Trave, Melchers', August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Zuiderkerk, J.C.J Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Hakozaki Maru, N.Y.K., August 20.
Nagara, Gilman's, September 2.

Barcelona
Gneisenau, Melchers', August 21.

Beyrouth.
Delagoa Maru, N.Y.K., August 11.

Bombay.
Naldera, P. & O., August 8.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Kaisar-I-Hind, P. & O., August 22
Pres. Monroe, Dollar's, August 29.

Boston and New York.
Pres. Wilson, Dollar's, August 15.
Javanese Prince, Furness', August 16.
Pres. Monroe, Dollar's, August 29.

Bremen.
Trave, Melchers', August 8
Gneisenau, Melchers', August 21.

Bromborough.
Teiresias, B. & S., August 20.

Calcutta.
Chaksang, Jardine's, August 5.
Hosang, Jardine's, August 7.
Tsushima Maru, N.Y.K., August 7.
Talma, B.I. (Apcar), August 15.
Penang Maru, N.Y.K., August 16.
Sirdhana, B.I. (Apcar), August 29.

Casablanca.
Trave, Melchers', August 8.
Glenapp, Jardine's, August 10.
Ajax, B. & S., August 12
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.

Colombo.
Naldera, P. & O., August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Aramis, Messageries', August 11.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Gneisenau, Melchers', August 21.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2

Djibouti.
Aramis, Messageries', August 11.

Genoa.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.

Gibraltar.
Naldera, P. & O., August 8.
Fushimi Maru, N.Y.K., August 15.
Kaisar-I-Hind, P. & O., August 22.

Glasgow.
City of Bath, Bank Line, August 8.
Ajax, B. & S., August 12.
Hector, B. & S., August 26.

Gothenburg.
Tricolor, Thoresen's, August 15.
Nagara, Gilman's, September 2.

Haifa and Jaffa.
Zuiderkerk, J.C.J. Line, August 11.

Halifax.
Javanese Prince, Furness', August 16.

Hamburg.
Trave, Melchers', August 8
City of Bath, Bank Line, August 8
Benvorlich, Loxley's, August 9.

MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE
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If sufficient inducement offers also other ports of call.

Arrivals from U.S.A.		Sailings to U.S.A.
21st Aug. ...	M.V. "DAGFRED" ...	3rd Sept.
2nd Sept. ...	M.V. "NIEL MAERSK" ...	26th Sept.

(All dates are subject to alteration without notice.)
EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.
For Freight and Passage please apply:—
JEBSEN & CO.
Canton, Shameen, B.C. Agents. Hong Kong, Pedder Building
Tel. 10916. Tel. 28363.

Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Zuiderkerk, J.C.J. Line, August 11.
Ajax, B. & S., August 12.
Afrika, E.A. Co., August 13.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Gneisenau, Melchers, August 21.
Nagara Gilman's, September 2.

Havre.
City of Bath, Bank Line, August 8.
Somali, P. & O., August 15.
Teiresias, B. & S., August 20.

Hull.
Benvorlich, Loxley's, August 9.
Somali, P. & O., August 15.

Istanbul.
Delagoa Maru, N.Y.K., August 11.

Leith.
Benvorlich, Loxley's, August 9.

Lisbon.
Trave, Melchers', August 8.

Liverpool.
Delagoa Maru, N.Y.K., August 11.
Teiresias, B. & S., August 20.

London.
City of Bath, Bank Line, August 8.
Naldera, P. & O., August 8.
Benvorlich, Loxley's, August 9.
Glenapp, Jardine's, August 10.
Ajax, B. & S., August 12.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.
Hakozaki Maru, N.Y.K., August 29.

Malta.
Naldera, P. & O., August 8.
Kaisar-I-Hind, P. & O., August 22.

Marseilles.
Naldera, P. & O., August 8.
Trave, Melchers', August 8.
Sauerland, Jebsen's, August 9.
Aramis, Messageries', August 11.
Zuiderkerk, J.C.J. Line, August 11.
Ajax, B. & S., August 12.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Gneisenau, Melchers', August 21.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.
Hakozaki Maru, N.Y.K., August 29.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2.

Naples.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.

Oran.
Tricolor, Thoresen's, August 15.
Nagara, Gilman's, September 2.

Oslo.
Nagara, Gilman's, September 2.

Penang.
Chaksang, Jardine's, August 5.
Cremer, J.C.J. Line, August 6.
Hai Lee, Thoresen's, August 6.
Hosang, Jardine's, August 7.
Tsushima Maru, N.Y.K., August 7.
Anhui, B. & S., August 8.
Naldera, P. & O., August 8.
Glenapp, Jardine's, August 10.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Teiresias, B. & S., August 20.
Penang Maru, N.Y.K., August 16.
Van Heutsz, J.C.J. Line, August 20
Gneisenau, Melchers', August 21.
Kaisar-I-Hind, P. & O., August 22.
Arabia, B. & S., August 23.
Muinam, B. & S., August 23.
Hector, B. & S., August 26.
Hai Hing, Thoresen's, August 28.
Pres. Monroe, Dollar's, August 29.
Sirdhana, B.I. (Apcar), August 29.

Piraeus
Delagoa Maru, N.Y.K., August 11.

Plymouth.
Naldera, P. & O., August 8.
Kaisar-I-Hind, P. & O., August 22.

Port Swettenham.
Talma, B.I. (Apcar), August 15.
Sirdhana, B.I. (Apcar), August 29.

Port Said.
Naldera, P. & O., August 8.
Trave, Melchers', August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Aramis, Messageries', August 11.
Delagoa Maru, N.Y.K., August 11.
Ajax, B. & S., August 12.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Pres. Wilson, Dollar's, August 15
Tricolor, Thoresen's, August 15.
Gneisenau, Melchers', August 21.
Kaisar-I-Hind, P. & O., August 22.
Hector, B. & S., August 26.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2.

Port Soudan
Nagara, Gilman's, September 2.

Rangoon.
Hai Lee, Thoresen's, August 6.
Tsushima Maru, N.Y.K., August 7.
Talma, B.I. (Apcar), August 15.
Penang Maru, N.Y.K., August 16.
Hai Hing, Thoresen's, August 28.
Sirdhana, B.I. (Apcar), August 29.

Rotterdam.
City of Bath, Bank Line, August 8.
Trave, Melchers', August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Zuiderkerk, J.C.J. Line, August 11.
Ajax, B. & S., August 12.
Afrika, E.A. Co., August 13.
Fushimi Maru, N.Y.K., August 15.
Somali, P. & O., August 15.
Tricolor, Thoresen's, August 15.
Hector, B. & S., August 26.
Gneisenau, Melchers', August 21.
Hakozaki Maru, N.Y.K., August 29.
Nagara, Gilman's, September 2.

Scandinavian and Baltic Ports.
Afrika, E.A. Co., August 13.
Tricolor, Thoresen's, August 15.
Nagara, Gilman's, September 2.

Southampton.
Gneisenau, Melchers', August 21.

Singapore.
Chaksang, Jardine's, August 5.
Cremer, J.C.J. Line, August 6.
Hai Lee, Thoresen's, August 6.
Hosang, Jardine's, August 7.
Tsushima Maru, N.Y.K., August 7.
Anhui, B. & S., August 8.
City of Bath, Bank Line, August 8.
Trave, Melchers', August 8.
Benvorlich, Loxley's, August 9.
Sauerland, Jebsen's, August 9.
Glenapp, Jardine's, August 10.
Aramis, Messageries', August 11.
Delagoa Maru, N.Y.K., August 11.
Zuiderkerk, J.C.J. Line, August 11.
Ajax, B. & S., August 12.
Afrika, E.A. Co., August 13.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Somali, P. & O., August 15.
Talma, B.I. (Apcar), August 15.
Tricolor, Dodwell's, August 15.
Penang Maru, N.Y.K., August 16.

Suez.
Naldera, P. & O., August 8.
Benvorlich, Loxley's, August 9.
Glenapp, Jardine's, August 10.
Aramis, Messageries', August 11.
Delagoa Maru, N.Y.K., August 11.
Fushimi Maru, N.Y.K., August 15.
Pres. Wilson, Dollar's, August 15.
Pres. Monroe, Dollar's, August 29.
Nagara, Gilman's, September 2.

Tangier.
Kaisar-I-Hind, P. & O., August 22.

Valencia.
Delagoa Maru, N.Y.K., August 11.

CANADIAN PACIFIC
1937 SAILINGS
BOOK EARLY

	Hong Kong Leave	Shanghai Leave	Nagasaki Leave	Kobe Leave	Yokohama Leave	Honolulu Leave	Vancouver Victoria Arrive
E/Canada	Jan. 26	Jan. 29		Jan. 31	Feb. 2	Feb. 9	Feb. 14
E/Russia		Feb. 12	Feb. 14	Feb. 16	Feb. 18		Feb. 27
E/Japan	Feb. 23	Feb. 25		Feb. 28	Mar. 2	Mar. 8	Mar. 13
E/Asia	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18		Mar. 27
E/Canada	Mar. 10	Mar. 21		Mar. 24	Mar. 26	Apr. 2	Apr. 7
E/Russia	April 2	April 4	April 6	April 8	April 10		April 19
E/Japan	April 16	April 18		April 21	April 23	April 29	May 4
E/Asia	April 30	May 2	May 4	May 6	May 8		May 17
E/Canada	May 14	May 16		May 19	May 21	May 28	June 2
E/Russia	May 28	May 30	June 1	June 3	June 5	June 12	June 18
E/Japan	June 11	June 13		June 16	June 18	June 24	June 29

NEXT SAILING TO
VANCOUVER
EMPRESS OF RUSSIA
SAILS VIA SHANGHAI & JAPAN
AT NOON, FRIDAY, AUGUST 7th.

TO MANILA
EMPRESS OF JAPAN ... Aug. 14th.
EMPRESS OF ASIA ... Aug. 27th.

Full information from your own Agent or

Canadian Pacific
WORLD'S GREATEST TRAVEL SYSTEM
Telephone Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO., LTD.

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Thursday, 13th Aug.
ASAMA MARU ... ... Wednesday, 2nd Sept.

SEATTLE & VANCOUVER.
HEIAN MARU (Starts from Kobe) Saturday, 15th Aug.
HIKAWA MARU (Starts from Kobe) Wednesday, 2nd Sept.

NEW YORK via Panama.
† NAKO MARU Tuesday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU ... Friday 7th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
FUSHIMI MARU ... Saturday, 15th Aug.
HAKOZAKI MARU ... ... Saturday, 29th Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus and Marseilles
† DELAGOA MARU ... Tuesday, 11th Aug.

SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU ... Saturday, 22nd Aug.

BOMBAY via Singapore, Penang and Colombo.

CALCUTTA via Singapore, Penang and Rangoon.
† TSUSHIMA MARU ... ... Friday, 7th Aug.
† PENANG MARU ... ... Sunday, 16th Aug.

SHANGHAI, KOBE & YOKOHAMA.
HAKUSAN MARU ... ... Friday, 14th Aug.
ATSUTA MARU (N'saki direct) Friday, 21st Aug.

† Cargo only.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.
TEL. 30291

MM
MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To SHANGHAI — KOBE.

PRES. DOUMER ...21st Aug., 1936.
CHENONCEAUX 5th Sept., 1936.
D'ARTAGNAN ... 19th Sept., 1936.
SPHINX ... 3rd Oct., 1936.
FELIX ROUSSEL 16th Oct., 1936.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said

ARAMIS ...11th Aug., 1936.
PRES. DOUMER ... 8th Sept., 1936.
CHENONCEAUX 22nd Sept., 1936.
D'ARTAGNAN 6th Oct., 1936.
SPHINX ... 20th Oct., 1936.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT SAID OR DJIBOUTI.
For Full Particulars, apply to:—
Cie. Des MESSAGERIES MARITIMES,
Telephone 26851 3, Queen's Building.

Shipping News
Daily Statement, Clearances, Ships In Harbour, etc.

ARRIVALS

3RD AUGUST, 1936.

Corona, Norwegian steamer, 1,953 tons, Captain H. Kvamso, from Vizagapatam, Yaumati.—K. Larsen & Co.

Javanese Prince, British steamer, 3,656 tons, Captain E. E. Jones, from Kobe, Taikoo Dock.—Furness (Far-East) & Co.

Taksang, British steamer, 1,937 tons, Captain W. Allan-Balch, from Tsingtao, Shanghai via Swatow, West Point Wharf.—J. M. & Co.

Szechuen, British steamer, 1,594 tons, Captain J. R. Nisbet, from Swatow, buoy No. B20.—B. & S.

Canton, French steamer, 976 tons, Captain G. Charlot, from Haiphong, buoy No B5.—M. M. & Co.

Havel, German steamer, 4,418 tons, Captain H. Susewind, from Bremen via Manila, Kowloon Wharf.—Melchers & Co.

Anhui, British steamer, 2,080 tons, Captain J. D. Fraser, from Singapore via Holhow, buoy No. B1.—B. & Co.

Glenshiel, British steamer, 5,768 tons, Captain G. S. Sanders, from Middlesbro' via Singapore, Holt's Wharf.—J. M. & Co.

2ND AUGUST, 1936.

Menestheus, British steamer, 4,646 tons, Captain D. Mansfield, from Glasgow via Manila, Holt's Wharf.—Butterfield and Swire.

Etha Rickmers, German steamers, 3,228 tons, Captain J. Prahm, from Hamburg via Manila, Stonecutters.—Knust & Albers.

Kitano Maru, Japanese steamer, 4,926 tons, Captain H. Aizawa, from Nagasaki, Kowloon Wharf.—N. Y. K.

Halldor, Norwegian steamer, 840 tons, Captain J. Hansen, from Bangkok, buoy No. B4.—Jebsen & Co.

Tjikembang, Dutch steamer, 5,028 tons, Captain C. J. v/d. Watering, from Balikpapan, buoy No. A15.—J. C. J. Line.

Tjibadak, Dutch steamer, 4,801 tons, Captain J. Naerebout, from Shanghai via Amoy, buoy No. A14.—J. C. J. Line.

CLEARANCES

3RD AUGUST, 1936.

Shantung for Amoy
Glenshiel for Shanghai
Michael Jebsen for Bangkok
Taksang for Swatow
Etha Rickmers for Shanghai
Corona for Yawata
Kitano Maru for Manila
Hai Ching for Holhow
Silveryew for Manila
Szechuen for Canton

NEWS FROM THE WATERFRONT

Freight and Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office during the 24 hours ended at 9.00 a.m. yesterday, showed a moderate tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 10,841 tons, with British steamers carrying 1,760 tons.

Through cargo for ports beyond the Colony amounted to 18,730 tons, of which 5,415 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9 a.m. yesterday were 949, of which 903 were from British steamers.

There were altogether fourteen arrivals, of which seven were of British registry, the remainder being of other nationalities, while of the six departures, four were British ships, the rest being of other different countries. Particulars as follows:—

Nationality	Ships	Tonnage
British	7	7,175
German	2	13,014
French	1	840
Norwegian	1	2,040
Japanese	3	6,502
Total	14	29,571

SHIPPING MOVEMENTS

The Butterfield and Swire's s.s. "Tyndareus" is expected to arrive from Shanghai to-day at 6 p.m.

The P. & O. Line's steam ship "Bangalore" is due to arrive in Hong Kong on the 7th instant.

The P. & O. Line's steam ship "Rajputana" left Singapore for this Port on the 1st instant at noon with the outward English Mails, and is due here to-morrow at about noon.

WARSHIPS IN HARBOUR

The following warships were in port yesterday:—

East Wall—Perseus.

In Dock—Robin, Orpheus and Rover.

Taikoo Dock—Regent.

Cosmopolitan Dock—Regulus.

No. 8 Buoy—Lowestoft.

FOREIGN

U.S.S. Tulsa.

Japanese cruiser Saga.

Chinese gunboats—Hai Chow and Hai Yung.

VESSELS DUE

Afrika, E.A. Co., August 13.
Achilles, B. & S., August 24.
Aeneas, B. & S., August 18.
Agamemnon, B. & S., August 30.
Ajax, B. & S., August 11.
Australien, E.A. Co., August 6.
Aramis, Messageries, August 11.
Bangalore, P. & O., August 4.
Benmacdhui, Loxley's, August 5.
Benmohr, Loxley's, August 13.
Benvorlich, Loxley's, August 9.
Behar, P. & O., September 19.
Bhutan, P. & O., September 1.
Burgenland, Jebsen's, August 11.
Changte, B. & S., August 11.
Chenonceaux, Messageries, Sept. 5.
Chitral, P. & O., August 19.
City of Bath, Bank Line, August 8.
City of Florence, Bank Line, August 13
City of Rayville, States Co., Aug. 31.
Cremer, J.C.J. Line, August 5.
Dagfred, Jebsen's, August 21.
Delhi, Gilman's, August 21.
Emp. of Asia, C.P.S., August 27.
Emp. of Canada, C.P.S., Sept. 11.
Emp. of Japan, C.P.S., August 14.
Emp. of Russia, C.P.S., August 5.
Eumaeus, B. & S., August 10.
Fushimi Maru, N.Y.K., August 14.
G.G.P. Doumer, Messageries', Aug. 7
General Lee, States Co., August 21.
Glenapp, Jardine's, August 10.
Gneisenau, Melchers', August 4.
Golden Tide, States Co., August 4.
Hakusan Maru, N.Y.K., August 14.
Havel, Melchers', August 4.
Islami, Jardine's, August 5.
Ixion, B. & S., September 4.
Jeypore, P. & O., August 18.
Kaisar-I-Hind, P. & O., August 21.
Nagara, Gilman's, September 2.
Naldera, P. & O., August 7.
Nankin, E. & A., September 2.
Neumark, Jebsen's, August 24.
Niel Maersk, Jebsen's, September 2.
Pres. Cleveland, Dollar's, August 17.
Pres. Coolidge, Dollar's, August 27.
Pres. Doumer, Messageries,' Aug. 21.
Pres. Grant, A.M. Line, August 7.
Pres. Jackson, A.M. Line, Sept. 4.
Pres. Jefferson, A.M. Line, August 21.
Pres. Monroe, Dollar's, August 28.
Pres. Wilson, Dollar's, August 14.
Pyrrhus, B. & S., September 7.
Rajputana, P. & O., August 5.
Ranpura, P. & O., September 9.
Rhexenor, B. & S., August 13.
Sauerland, Jebsen's, August 9.
Santhia, B.I. (Apcar), September 15.
Sarpedon, B. & S., September 11.
Schrahorst, Melchers', Sept. 8.
Shirala, B.I. (Apcar), August 18.
Sirdhana, B.I. (Apcar), August 4.
Somali, P. & O., August 14.
Szechuen, B. & S., August 11.
Theseus, B. & S., September 4.
Taiping, B. & S., September 4.
Tai Yin, Dodwell's, August 17.
Talma, B.I. (Apcar), August 13.
Tatsuta Maru, N.Y.K., August 6.
Talthybius, B. & S., August 15.
Tanda, E. & A., August 5.
Teiresias, B. & S., August 19.
Tilawa, B.I. (Apcar), September 1.
Tjisaroea, J.C.J. Line, August 9.
Tjisadane, J.C.J. Line, August 4.
Tongking, E.A. Co., August 31.
Trave, Melchers', August 7.
Trianon, Thoresen's, August 12.
Trave, Melchers', August 8.
Tyndareus, B. & S., August 4.
Tricolor, Thoresen's, August 15.
Van Heutsz, J.C.J. Line, August 11.
Zuiderkerk, J.C.J. Line, August 11.

What do you want?

If there is anything you want to buy or sell, try a small Classified advertisement.

25 words $1.00 prepaid for 3 insertions.

BANK LINE (CHINA) LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
UNITED KINGDOM & CONTINENT ... ELLERMAN LINE
S.S. "CITY OF BATH" ... Havre, London, Rotterdam Hamburg & Glasgow ... 8th Aug.
S.S. "CITY OF BATAVIA" ... ... Havre, London, Rotterdam & Hamburg. ... 8th Sept.
S.S. "CITY OF CARDIFF" ... ... 8th Oct.
AGENTS FOR
ANDREW WEIR & CO.
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
Loading for Mauritius Reunion, Tamatave Lourenco Marques, Durban and Cape Ports.
EAST & SOUTH AFRICA ... LUXURIOUS PASSENGER VESSELS ... INDIAN AFRICAN LINE
M.V. "INCOMATI" ... ... from Calcutta 4th Sept.; ... from Colombo 10th Sept.
M.V. "ISIPINGO" ... ... from Calcutta 4th Oct.; ... from Colombo 10th Oct.
M.V. "INCHANGA" ... ... from Calcutta 4th Nov.; ... from Colombo 10th Nov.
Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.
AGENTS FOR
KLAVENESS LINE
(PACIFIC COAST—ASIATIC SERVICE)
HONGKONG DIRECT TO LOS ANGELES (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.
M.V. "PLEASANTVILLE" ... ... 26th Aug.
Issuing through Bs/Lading to GULF & ATLANTIC COAST with transhipment at Los Angeles by first opportunity.
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For Freight or Passage on any of the above lines apply:—
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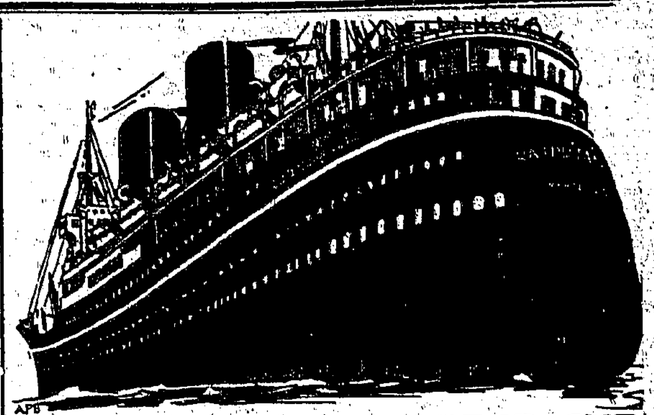

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P&O-BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
Straits, Java, Burma, Ceylon, India, Persian Gulf, Mauritius, East and South Africa. | Australia, Red Sea, Egypt, Istanbul, Greece Levantine Ports, Europe.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
under contract with H.M. Government
All vessels may call at any ports on or off the route,—and the route and all sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
PENINSULAR & ORIENTAL SAILINGS			
†NALDERA	16,000	8th Aug.	Bombay, Marseilles & London
†*SOMALI	7,000	16th Aug.	Mars., Havre, London, H'bg. R'dm., A'werp. & Hull.
†KAISAR-I-HIND	11,000	22nd Aug.	Bombay, Marseilles & London
‡RAJPUTANA	17,000	5th Sept.	Bombay, Marseilles & London
†*BANGALORE	6,000	12th Sept.	Marseilles, Havre, London, Hamburg, R'dam., Antwerp & Hull.
CHITRAL	15,000	9th Sept.	Marseilles & London.
RANPURA	17,000	3rd Oct.	& London.
†*BHUTAN	6,000	10th Oct.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
RAWALPINDI	17,000	17th Oct.	Marseilles & London.
†BEHAR	6,000	24th Oct.	Mars. Havre, London, H'bg., R'dam., A'werp. & Hull.
CORFU	14,500	31st Oct	Bombay, Marseilles & London

* Cargo only. † Calls Casablanca. ‡ Calls Tangier.
All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Piraeus, Symrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	15th Aug.	Singapore, Port Swettenham Penang, Rangoon & Calcutta
SIRDHANA	9,000	29th Aug.	
SHIRALA	8,000	12th Sept.	
TILAWA	10,000	26th Sept.	
SANTHIA	8,000	10th Oct.	

Now is the time to visit Australia & New Zealand

... lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Surfing, Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you.—including 25/- for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck Swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

EASTERN & AUSTRALIAN SAILINGS

NELLORE	7,000	5th Aug.	Manila, Rabaul, Brisbane Sydney, Melbourne & Hobart
TANDA	7,000	4th Sept.	
NANKIN	7,000	2nd Oct.	

SAILINGS TO SHANGHAI & JAPAN

TANDA	7,000	5th Aug.	Shanghai & Japan
*BANGALORE	6,000	5th Aug.	do.
SIRDHANA	9,000	6th Aug.	Amoy, Shanghai & Japan
RAJPUTANA	17,000	6th Aug.	Shanghai & Japan
SHIRALA	8,000	20th Aug.	Amoy, Shanghai & Japan
CHITRAL	15,000	20th Aug.	Shanghai & Japan
*BHUTAN	6,000	2nd Sept.	do.
NANKIN	7,000	2nd Sept.	do

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.
For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—
APS
MACKINNON, MACKENZIE & CO
P & O BUILDING, CONNAUGHT ROAD CENTRAL, HONGKONG
PHONE 27721.

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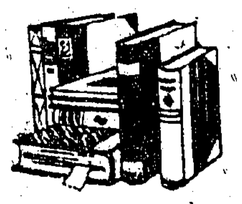

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LOS ANGELES	CRISTOBAL (Colon)	BOSTON.

NEXT SAILING

M.V. "TAI YIN"

ON

18th AUGUST

EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

DODWELL & CO., LTD.

AGENTS

HONG KONG BANK BUILDING. TELEPHONE 28021.

LONDON SERVICE
"AJAX" Sails 12 AUG., for Marseilles, Casablanca, London, Rotterdam Hamburg & Glasgow
"HECTOR" Sails 26 AUG., for Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE
"TEIRESIAS" Sails 20 AUG., for Havre, Liverpool and Bromborough

NEW YORK SERVICE
"RHEXENOR" Sails 15 SEPT., for Boston, New York, Philadelphia and Baltimore, via Manila, Batavia, Straits & Cape of Good Hope.

PACIFIC SERVICE (*via* KOBE, NAGOYA & YOKOHAMA)
TYNDAREUS" Sails 15 AUG., for Victoria, Vancouver & Seattle

INWARD SERVICE

	Due	
"EUMAEUS"	10 AUG.,	From U.K. via Straits
"TYNDAREUS"	6 AUG.,	From Pacific via Japan & Shanghai
"AENEAS"	18 AUG.,	From U.K. via Straits

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation

For freight, passage rates and information apply to

Butterfield & Swire,

Tel. 30333. Agents. 1, Connaught Road, C.

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorised Capital	$50,000,000
Issued & Fully Paid-Up	$20,000,000
Reserve Funds:—	
Sterling	£ 6,500,000
Hong Kong Currency Reserve	$10,000,000
Reserve Liability of Proprietors	$20,000,000

HEAD OFFICE:—HONG KONG

Board of Directors.

Hon. Mr. J. J. Paterson, *Chairman.*

G. Miskin, Esq., *Deputy Chairman.*

Hon. Mr. W. H. Bell,
A. H. Compton, Esq.,
Hon. Mr. S. H. Dodwell,
Hon. Mr. M. T. Johnson,
J. R. Mason, Esq.,
K. S. Morrison, Esq.,
T. E. Pearce, Esq.,
A. L. Shields, Esq.,
V. M. GRAYBURN, Esq., *Chief Manager.*

BRANCHES:—

Amoy	Iloilo	Peiping
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Muar (Johore)	Tokyo
Hamburg	Mukden	Tsingtao
Hankow	New York	Yokohama
Harbin		
Hongkew		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

ALSO up to date SAFE DEPOSIT BOXES in various sizes TO LET.

Hong Kong, 3rd July, 1936.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN, *Chief Manager.*

Hong Kong, 24th February, 1936

THE YOKOHAMA SPECIE BANK LIMITED

Capital (fully paid up)	Yen 100,000,000 00
Reserve Fund ...	Yen 129,150,000.00

HEAD OFFICE:—YOKOHAMA

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Bangkok	Hsinking	Rio de Janeiro
Batavia	Karachi	San Francisco
Berlin	Kobe	Seattle
Bombay	London	Semarang
Calcutta	Los Angeles	Shanghai
Canton	Manila	Singapore
Dairen	Moji	Soerabaya
(Dalny)	Nagasaki	Sydney
Fengtien (Mukden)	Nagoya	Tientsin
Hamburg	New York	Tokyo
Hankow	Osaka	Yinkow
Harbin	Paris	Tsingtao
Hong Kong	Peiping	Yokohama

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

G. KISHINAMI, Manager.

Hong Kong, 3rd July 1936.

BANK OF EAST ASIA, LIMITED.

Authorised Capital ...	$10,000,000.00
Paid-up Capital	5,598,800.00
Reserve and Undivided Profits	2,685,395.52

HEAD OFFICE:—HONG KONG
No. 10, Des Voeux Road, Central.

Board of Directors:
Sir Shouson Chow, Chairman
Li Koon Chun, Esq. Li Lan Sang, Esq.
P. K. Kwok, Esq. Wong Chu Son, Esq.
Wong Yun Tong, Esq. Kan Ying Po, Esq.
Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li Tse Fong, Esq., Manager.

Branches and Agencies:—

Amoy	Kowloon	Penang	Sourabaya
Batavia	London	Rangoon	Swatow
Bombay	Manila	Saigon	Sydney
Calcutta	Melbourne	San Francisco	Taihoku
Canton	Nagasaki	Seattle	Tientsin
Haiphong	New York	Semarang	Tokyo
Hankow	Osaka	Shanghai	Vancouver
Honolulu	Paris	Singapore	Yokohama
Kobe	Peiping		

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.

Safe Deposit Boxes To Let.

KAN TONG PO, *Chief Manager.*

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE: LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£3,000,000

Agencies and Branches:—

ALOR STAR	ILOILO	SAIGON
AMRITSAR	IPOH	SEMARANG
BANGKOK	KARACHI	SEREMBAN
BATAVIA	KLANG	SHANGHAI
BOMBAY	KOBE	SINGAPORE
CALCUTTA	KUALA LUMPUR	SITIAWAN
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING
CEBU	MANILA	TIENTSIN
COLOMBO	MEDAN	TONGKAH (Bhuket)
DELHI	NEW YORK	TSINGTAO
HAIPHONG	PEIPING (Peking)	YOKOHAMA
HAMBURG	PENANG	ZAMBOANGA
HANKOW	RANGOON	
HARBIN		
HONG KONG		

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for One Year or shorter periods at rates which will be quoted on application.

"The Bank's Head Office in London undertakes Executor & Trustee business, and claims recovery of British Income Tax overpaid, on terms which may be ascertained at any of the Agencies and Branches."

A. BREARLEY, *Manager.*

THE CHASE BANK

15, QUEEN'S ROAD CENTRAL.

HEAD OFFICE:
18, PINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. $2,027,000,000.00

D. M. BIGGAR, *Manager.*

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, FLEET STREET, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China

If local Companies desirous of taking up further Agencies will let us know the lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the

HONG KONG DAILY PRESS, LTD.
11, ICE HOUSE STREET,
Hong Kong.

HONG KONG TIDE TABLE

From August 4, to 10, 1936.

Days of Week	Date of Month	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	4	19 30	8 9	03 00	2 8
		24 56	4 9	16 40	0 3
Wed.	5	10 9	7 8	03 50	2 6
		23 28	5 2	17 14	0 6
Thur.	6	11 08	7 3	04 38	2 3
		—	—	17 50	1 0
Fri.	7	00 4	5 5	05 29	2 3
		12 0	6 6	18 21	1 6
Sat.	8	00 40	5 8	06 29	2 3
		13 00	5 8	18 54	2 3
Sun.	9	01 24	6 0	07 40	2 4
		14 10	5 0	19 26	2 9
Mon.	10	02 18	6 8	06 20	2 4
		15 45	4 9	19 55	3 4

HONGKONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Aug. 3.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer..	29 57	29.68	29 63
Temperature	83	78	79
Humidity..	81	93	93
Wind—			
Direction	SW	WNW	E
Force ...	5	4	4
Weather	O	ORD	O
Rain	—	—	—

Highest open-air Temperature, 2:85
Lowest open-air Temperature, 3:78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showers; J=Squalls; R=Rain; T=Thunder.

JOB PRINTING.

The HONGKONG DAILY PRESS, LTD. wish to inform the

CANTON COMMUNITY

that they have recently re-opened their

JOB PRINTING DEPARTMENT.

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letterheads printing, ledger work, special forms, etc., etc.

KOEHLER & CO.

19, B.C. Shameen, *Agents.*

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AMERICAN EXPRESS COMPANY

INC

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Saigon-Marseilles (Air Orient) via Saigon

Singapore-Australia

Chinese Domestic Air Service

Correspondence will be accepted for transmission by these services. Rates and all particulars are shown in the schedules exhibited at the Post Offices. All letters etc. must be marked "By Air Mail"

Letters and Postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

From	Per	Due
SHANGHAI and SWATOW	*Kwangchow* ...	4th Aug.
STRAITS	*Bangalore* ...	4th Aug.
MANILA	*Gneisenau* ...	4th Aug.
JAVA	*Tjisadane* ...	4th Aug.
CALCUTTA, STRAITS and EUROPE via NEGAPATAM (Papers only) London, 2nd July	*Sirdhana* ...	4th Aug.
Air Mail by "Imperial Airways" Direct Service—London date. 25th July	**R.M.A. Dorado**	4th Aug.
AUSTRALIA and MANILA ...	*Tanda* ...	5th Aug.
EUROPE via SUEZ (Letters and Papers) London, 9th July and London Parcels—London 2nd July	*Rajputana* ...	5th Aug.
CALCUTTA and STRAITS	*Islami*	5th Aug.
MANILA	*Emp. of Russia* ...	5th Aug.
SHANGHAI	*Tyndareus* ...	6th Aug.
STRAITS	*Roggeveen* ...	6th Aug.
JAPAN and SHANGHAI ...	*Taiyuta Maru* ...	6th Aug.
MANILA	*Pres. Hoover* ...	7th Aug.
MANILA	*General Sherman* ...	7th Aug.
HAIPHONG	*G. G. Paul Doumer* ...	7th Aug.
JAPAN and SHANGHAI ...	*Naldera*	7th Aug.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle 18th July) ...	*Pres. Grant* ...	7th Aug.
STRAITS	*Fumeaus* ...	10th Aug.
SHINGHAI ...	*Ajax*	11th Aug.
SHANGHAI	*Aramis* ...	11th Aug.
STRAITS	*Van Heutsz* ...	11th Aug.
AUSTRALIA and MANILA	*Changte*	11th Aug.
MANILA	*Rhexenor* ...	12th Aug.
AMOY	*Talma* ...	13th Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 17th July) ...	*Pres. Wilson* ...	14th Aug.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver B.C., 25th July)	*Emp of Japan* ...	14th Aug.
SHANGHAI	*Somali*	14th Aug.
JAPAN, SHANGHAI and FORMOSA ...	*Fushimi Maru* ...	14th Aug.
STRAITS	*Hakusan Maru* ...	16th Aug.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
TUESDAY		Tuesday 4th.
Manila, Makasser and Sourabaya ...	*Tjibadak* ...	8.30 A.M.
Swatow, Amoy and Foochow ...	*Haiyang* ...	2.00 P.M.
Shanghai and *EUROPE via Siberia ...	*Gneisenau* ...	4.30 P.M.
WEDNESDAY		Wednesday, 5th,
Straits and Calcutta		Parcels 9.00 A.M.
Swatow, Amoy and Formosa	*Chaksang*	Letters 10.00 A.M.
Bangkok via Swatow...	*Fukuoka Maru*	10.30 A.M.
Haiphong ...	*Kweiyang* ...	1.30 P.M.
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 21st August	*Canton* ...	2.00 P.M.
Amoy	*Nellore* ...	Par. 5th, 2.00 P.M. Reg. 5th, 3.45 P.M. Let. 5th, 4.30 P.M.
THURSDAY	*Tai Yuan* ...	4.30 P.M.
Shanghai, *Japan and *EUROPE via Siberia	*Rajputana* ...	Thursday, 6th, 10.30 A.M.
Letters for "Imperial Airways" direct Service—due London, 17th August.	R. M. A. Dorado	K.P.O. Reg. 6/8, 5.00 P.M. Let. 7/8, 8.30 A.M. G.P.O. Reg. 6/8, 5.00 P.M. Let. 7/8, 8.30 A.M.
Letters for "Australia by Imperial Airways Service"—due Darwin, 11th August.	R. M. A. Dorado	K.P.O. Reg. 6/8, 5.00 P.M. Let. 7/8, 8.30 A.M. G.P.O. Reg. 6/8, 5.00 P.M. Let. 7/8, 8.30 A.M.
Shanghai, Japan, Canada, U.S.A., and *EUROPE via Vancouver, B.C., (Parcels for Canada only)—due Vancouver B.C., 14th August ...	*Emp. of Russia*	Par. 6/8, 5.00 P.M. Reg. 7/8, 9.15 A.M. Let. 7/8, 10.00 A.M.
FRIDAY		Friday, 7th,
Formosa	*Islami*	8.30 A.M.
Hoihow, Pakhoi and Haiphong	*Kwangchow* ...	11.00 A.M.
Calcutta via Straits		Parcels 1.00 P.M.
Amoy	*Hosang*	Letters 2.00 P.M.
Shanghai, Japan, Honolulu, U.S.A., Central and South America Canada and *EUROPE via San Francisco—due San Francisco, 26th August—and *EUROPE via Siberia ...	*Anhui*	5.00 P.M.
	Pres. Hoover ...	Par. 7/8, 4.00 P.M. Reg. 7/8, 5.00 P.M. Let. 7/8, 5.30 P.M.
Straits, Ceylon, India, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 4th September	*Naldera* ...	K.P.O. Par. 7/8, 4.30 P.M. Reg. 8/8, 9.00 A.M. Let. 8/8, 10.00 A.M. G.P.O. Par. 7/8, 5.00 P.M. Reg. 8/8, 9.45 A.M. Let. 8/8, 10.30 A.M.
SATURDAY		Saturday, 8th,
Letters for "K. L. M. Service"—due Amsterdam, 17th August.	Naldera	K.P.O. Reg. 8.30 A.M. Let. 9.00 A.M. G.P.O. Reg. 9.00 A.M. Let. 9.30 A.M.
Manila	*Pres. Grant* ...	4.30 P.M.
MONDAY		Monday, 10th,
Port Bayard, Hoihow, Pakhoi and Haiphong	*G. G. Paul Doumer*	1.00 P.M.

*Superscribed correspondence only

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